The Hong Kong Daily Press.

No. 5286 號六十八百二千五第 日七十月九年戊甲治同 HONGKONG, MONDAY, 26TH OCTOBER, 1874. 一拜禮 號六十二月十英 港香 [PRICE $2½ PER MONTH.

Arrival.

October 25, AMOY, British steamer, 814, Drowes, Shanghai 22nd October, General.—SIEMSSEN & Co.

Departures.

October 23, HAILOONG, str., for Amoy and Tamsui.
October 24, HONGKONG, for Bangkok.
October 24, BUA PAN, for Bangkok.
October 24, YANGTSZE, str., for Shanghai.
October 25, GLENFALLOCH, str., for Shanghai.
October 25, LATHLEY RICH, for Whampoa.
October 25, FALCON, for Bangkok.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 24TH.

Lathley Rich, for Whampoa.
Falcon, for Whampoa.
Glenfalloch, str., for Shanghai.
Falcon, for Bangkok.
Yangtsze, str., for Shanghai.
Yesso, str., for East Coast.
Bua Pan, for Bangkok.

Passengers.

ARRIVED.

P r *Amoy*, str., from Shanghai:—
86 Chinese.

DEPARTED.

Per *Glenfalloch*, str., for Shanghai:—
3 Cabin.
Per *Yangtsze*, str., for Shanghai:—
1 Cabin and 45 Chinese.
Per *Falcon*, for Bangkok:—
20 Chinese.

TO DEPART

Per *Yesso*, str., for East Coast:—
4 Cabin and 300 Chinese.

Reports.

The British steamship *Amoy* reports left Shanghai on 22nd October. Passed the French mail steamship off the Brothers, on the 24th: passed a German barque off Pedro Branco, on the 25th; passed the steamship *Glenfalloch* off Chelang Point, on the 25th. Had fine N.E. winds and fair weather.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	*From.*	*Date of Arrival.*
Albatros	Macao	Aug. 31
Menelaus (s)	China Ports	Sept. 6
Cathay (s)	Shanghai	Sept. 8
Glenlyon (s)	China Ports	Sept. 9

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Cleopatra	Penarth	April 3
Frederick Tudor	Cardiff	May 29
Kinfauns Castle	London	June 13
Marina	Penarth	June 18
Stefano	Penarth	June 20
Lord Macaulay	Liverpool	June 23
Canton	Falmouth	June 29
Hamilton	Cardiff	June 29
Chinaman	London	July 10
Brema	New York	July 10
Fontenaye	London	July 13
Game Cock	New York	July 15
Henriette Betz	Hamburg	July 17
Hankow(s)	London	July 27
Windhover	London	Aug. 15
Charita	Cardiff	Aug. 16
Maria	Cardiff	Aug. 16
Altona (s)	San Francisco	Aug. 17
Sorocow (s)	Newcastle	Aug. 20
Marco Polo	Cardiff	Aug. 25
Agamemnon (s)	Liverpool	Aug. 26
Sarah Nicholson	Swansea	Aug. 28
Tamesa	London	Aug. 29
Pallas	Hamburg	Sept. 2
Mongol (s)	London	Sept. 5
Nestor (s)	Liverpool	Sept. 9
Invincible	London	Sept. 9
Nankin (s)	London	Sept. 10

Auction Sales To-day.

F. BLACKHEAD & Co.,
At 12 noon,
The Bark *Aldebaran*, &c.
At 12.30 P.M.,
The Bark *Maury*, &c.

J. M. ARMSTRONG,
At 2 P.M.,
Wines, Brandy, &c.

STORAGE.

COALS received on Storage in Godowns of about 12,000 tons Capacity, at Wanchi.
T. G. LINSTEAD,
Trustee,
Messrs. R. S. WALKER & Co.'s Estate.
1320 Hongkong, 24th August, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10 %) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
RUSSELL & Co.,
Agents.
tf 1800 Hongkong, 4th June, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.
THE BORNEO COMPANY, LIMITED.
1y 790 Hongkong, 20th May, 1874.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
R. H. Ramsay, Esq. | W. Keswick, Esq.
J. F. Cordes, Esq. | E. Hoppitz, Esq.
S. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.

CAPITAL, £500,000.

HEAD OFFICE, BRISBANE.
DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.
AUDITORS:
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.
GENERAL MANAGER:
E. B. DRURY.
BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.
AGENTS IN LONDON:
THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.
AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA:
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.
AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.
AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.
AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.
6m 1139 [July 21, 1874.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.

London Office.....3, Angel Court.
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*
AUTHORIZED
CAPITAL STOCK.....$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.
FRED. F. LOW, } *Managers.*
1y 1887 IGN. STEINHART, }

NOTICE.

R. P. WILLIAMS, *Deceased.*

ALL Persons having any CLAIMS against the Estate of ROBERT PENNINGTON WILLIAMS, Deceased, late of Foochow, are requested to furnish Particulars of same to the Undersigned, on or before the 31st day of October next, after which date they will not be recognised, and all Persons indebted to the said Estate are requested to make Immediate Payment.
DAVID SASSOON, SONS & Co.
33d 1557 Hongkong, 28th September, 1874.

HONGKONG ICE COMPANY.

THE Undersigned beg to intimate that their DEPOT at No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS, was OPENED ON THE 16TH SEPTEMBER, with a Stock of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever; and are prepared to execute Orders for any quantity at
TWO CENTS PER POUND.
SPECIAL AGREEMENTS made with Steamship Owners or Agents.
The DEPOT will be opened from 5 A.M. till 6 P.M., and ICE can be had at the WORKS at EAST POINT any time during day or night.
Order Books can be obtained either at the DEPOT or at the WORKS.
KYLE & BAIN,
Proprietors.
1455 Hongkong, 17th September, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

THE TOURISTS GUIDE.
REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20 %) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.
EDWARD NORTON & Co.,
Agents.
tf 1174 25th June, 1872.

To be Let.

TO LET.

THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
9, *Hollywood Road.*
tf 977 Hongkong, 23rd June, 1874.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on the 1st of March.

THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

TO LET,
With Possession on 1st September,

THE OFFICES over the HONGKONG DISPENSARY.
Apply to
A. S. WATSON & Co.
tf 1340 Hongkong, 27th August, 1874.

TO LET,
With Possession on the 1st December.

THE Desirable FAMILY RESIDENCE, Bonham Road West, now occupied by N. J. EDE, Esq., containing Ten Rooms, Bath-rooms, Out-houses, and Stabling, &c.
Apply to
THOMAS GREEN,
P. & O. S. N. Co's Office.
tf 1645 Hongkong, 7th October, 1874.

TO LET.
From 1st June next.

OFFICES in Hunt's Building, Peddar's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET.

THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

TO LET.

A HOUSE on Carlton Terrace, Spring Gardens. Water laid on. Terms, moderate. Apply to
LAMMERT, ATKINSON & Co.
tf 771 Hongkong, 18th May, 1874.

TO LET,
With immediate possession.

DWELLING HOUSES Nos. 2 and 3 in Alexandra Terrace, which have lately been thoroughly repaired, and
No. 19B, Hollywood Road; Water and Gas laid on.
For Particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 563 Hongkong, 15th October, 1874.

TO LET.
From 1st November next.

THE HOUSES Nos. 27 and 27, Wyndham Street.
Water and Gas laid on.
Apply to
J. A. CARVALHO.
1m 1590 Hongkong, 1st October, 1874.

THE HONGKONG WHARF AND GODOWNS.
(FORMERLY THE HONGKONG FIRE AND GODOWN COMPANY, LIMITED.)

THE above are now OPEN and READY for BUSINESS. Advances made on Cargo, Goods covered by *Fire Insurance* under Open Policies, when required.
For Particulars, apply to
LANDSTEIN & Co.
1510 Hongkong, 23rd September, 1874.

NOTICE.

NEITHER the Captain, Owners, nor Agents of the Peruvian Ship "*Emigrante*" will be responsible for any debts contracted by the Officers and Crew of the said vessel.
tf 1042 Hongkong, 2nd July, 1874.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital,	$1,000,000
Co-insures with French Lloyd, Paris,	$1,400,000
AND WITH	
French Company, Paris,	$1,000,000
	$3,400,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 45 %, on Risks East of Singapore, and of 20 % on all other Risks.
VOGEL, HAGEDORN & Co.,
Agents.
1043 Hongkong, 1st September, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
AUGUSTINE HEARD & Co.,
General Agents.
tf 876 Hongkong, 4th June, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE OF THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT OF TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1y 1 Hongkong, 1st January, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.
Agents.
tf 1193 Hongkong, 27th June, 1872.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days,	½ of the annual rate.	
Not exceeding 1 month,	¾	do. do.
Above 1 month and not exceeding 3 months...	1	do. do.
Above 3 months and not exceeding 6 months...	1½	do. do.

EDWARD NORTON & Co.,
Agents for the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (for account of whom it may concern),
THIS DAY,
the 26th October, 1874, at Noon,
At their Auction Sale Rooms, Queen's Road Central,—
The German Bark
"*ALDEBARAN,*"
as she now lies sunk off Chung Hue Point.
Also,
The CARGO and Captain's Personal EFFECTS, in the following Lots:—
LOT 1.
The Hull of the Ship, 6,800 Piculs carrying capacity, Copper-fastened and Coppered to deep load-line, 14 feet, with all her Masts, Spars, Riggings, Sails, Boats still attached to the Ship, &c., &c.
LOT 2.
ANCHORS:
Two Bow Anchors of 18 and 20 Cwts., with 105 fathoms corresponding Chain to each.
LOT 3.
The CARGO, originally 6,800 Piculs White BEANS, from Newchwang, of which about 2,500 Piculs in Bags, and the rest in Bulk.
LOT 4.
The Captain's EFFECTS and INSTRUMENTS, consisting of BAROMETERS, THERMOMETERS, SEXTANTS, OCTANT, Spy GLASSES, CLOCKS, CHARTS, BOOKS, FURNITURE, CLOTHING, &c., &c.
TERMS OF SALE—Cash on the fall of the hammer in Mexican Dollars at 7.1.7.
All Lots, with all faults and errors of description, at purchasers' risk on the fall on the hammer.
F. BLACKHEAD & Co.,
Auctioneers.
1736 Hongkong, 21st October, 1874.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (for account of whom it may concern.)
THIS DAY,
the 26th October, 1874, at 12.30 o'clock P.M.,
At their Auction Sale Rooms, Queen's Road Central,—
The German Bark
"*MAURY,*"
as she now lies sunk off Chung Hue Point, about half a Cable's length South-West of the German Bark *Aldebaran.*
Also,
The CARGO and Captain's Personal EFFECTS, in the following Lots:—
LOT 1.
The Hull of the Ship, of 9,500 Piculs carrying capacity, Copper-fastened and Coppered to deep load line, 15½ feet, with Yards, Spars, Sails, Boats still attached to the Ship, &c., &c.
LOT 2.
ANCHORS:
Two Bow Anchors of 22 and 24 Cwts., with 105 fathoms corresponding Chain to each.
One Anchor of 8 Cwts., with 8 inch Hawser.
LOT 3.
The CARGO, originally consisting of 71 Bundles Gunny BAGS.
LOT 4.
The Captain's EFFECTS and INSTRUMENTS, &c., consisting of BAROMETERS, THERMOMETERS, Spy GLASSES, BOOKS, CHARTS, CLOTHING, &c., &c.
TERMS OF SALE.—Cash on the fall of the hammer, in Mexican Dollars weighed at 7.1.7.
All Lots, with all faults and errors of description, at Purchaser's risk after the fall of the hammer.
F. BLACKHEAD & Co.,
Auctioneers.
1737 Hongkong, 21st October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 26th day of October, 1874, at 2 o'clock P.M.,
at his Sale Rooms, Queen's Road,
Top-loose a Consignment,
The following WINES, BRANDY, &c.:—
50 Baskets CHAMPAGNE, Grand Cremant, in quarts.

10 Cases	Sparkling CHAMPAGNE,	in	qts.
10 "	" "	"	pts.
10 "	" HOCK,	"	qts.
10 "	" "	"	pts.
10 "	" MOZELLE,	"	qts.
10 "	" "	"	pts.
20 "	CLARET, Paulac Medoc.		
20 "	" St. Estephe Medoc.		
20 "	" Lamarque Medoc.		
40 Doz.	" Medoc.		
30 Cases	MUSCATEL.		
10 "	CHAMPAGNE BRANDY.		
10 "	Scotch WHISKEY.		
25 "	Pale Dry SHERRY, Yellow Seal.		
25 "	" " " Green "		
53 "	" SHERRY,		

The above Wines, &c., are in Sound Condition, and will be Sold in Lots to suit Purchasers.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1740 Hongkong, 22nd October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-MORROW,
the 27th October, 1874, at Noon, at Messrs. DUBOST & Co.'s, Queen's Road,
(Under distraint for Rent,)—
Sundry HOUSEHOLD FURNITURE, STOCK, &c., comprising:—
Preserved FRUITS, MUSHROOMS, PEAS, OLIVES, VINEGAR, COFFEE, Preserved CRAWFISH, &c., &c.
HOCK, CLARET, VERMOUTH, LIQUEURS, AMONTILLADO, SHERRY, CURACAO, BRANDY, CHAMPAGNE, WHISKEY, BITTERS, &c., &c.
CORKS, Platform SCALES, 6 Cases Bottling ROOT, &c., &c.
English and German DICTIONARY.
French and English do.
French and Spanish do.
&c., &c., &c.
BUSTS, FIGURES, Electric BELLS,
&c., &c., &c.
Also,
One Soda-Water MACHINE.
And
Sundry Bedrooms and Other FURNITURE, comprising:—
Iron BEDSTEADS, TABLES, CHAIRS, SOFAS, TOILET GLASS, WASHSTANDS, Office DESKS, SHELVES, STANDS, Copying PRESS, Iron SAFE, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1741 Hongkong, 22nd October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. MORTIMER E. MURRAY, to Sell by Public Auction, at the Royal Hotel, Praia Grande, on
SATURDAY NEXT,
the 31st inst., at 11 A.M. precisely,—
The following Well-known and Valuable HORSES:—
The Celebrated Racer "HIGHFLIER,"
The Bay Arab "ESCA,"
Late the Property of Major General WHITFIELD,
Lieutenant-Governor of Hongkong,
The Brown Stud Horse "DENTIST."
All the above mentioned Horses are quiet in single and double Harness, and under Saddle, and each is accustomed to carry a Lady.
G. A. DE GRACA,
Auctioneer.
1755 Macao, 24th October, 1874.

NOW ON SALE.

BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1874.

Auctions.

PUBLIC AUCTION.

SUBSTANTIAL ENGLISH AND CANTON-MADE BLACKWOOD FURNITURE, GLASS WARE, PLATED WARE, &c., &c.

THE Undersigned has received instructions from A. E. VAUGHEN, Esq., to Sell by Public Auction, at his Residence, Arbuthnot Road, on
WEDNESDAY,
the 28th day of October, 1874, at Noon precisely,—
The whole of his HOUSEHOLD FURNITURE, comprising Drawing Room, Dining Room, and Bed Room SUITES, GLASS WARE, PLATED WARE, Dinner, Dessert, and Breakfast SETS, ENGRAVINGS, Pier GLASSES, GASALIERS, Marble-top TABLES, WARDROBES, BOOKCASES, BRONZES, Porcelain VASES, Dining TABLE, SIDEBOARD, CHAIRS, TOILET TABLES, WASHSTANDS and SERVICES, &c., &c., &c.
And
A PIANO.
1 Parlour BILLIARD TABLE.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1760 Hongkong, 24th October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M.'s Naval Storekeeper, to Sell by Public Auction, at the Naval Yard, on
TUESDAY,
the 10th November, 1874, at 12 o'clock A.M.,
One 60-hp. ENGINE, with SHAFTING, COPPER PIPES, &c., complete.
And
Three 60-h.p. BOILERS, with MOUNTINGS, &c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1631 Hongkong, 5th October, 1874.

LOST.

A GODOWN RECEIPT, for 1,200 Bags Flour, stored in the Godowns of the *Hongkong, Singapore, and Borneo Trading Company, Limited.*
Notice is hereby given, that unless the said Receipt be produced to the Undersigned within one week from date, it will be cancelled, and another granted.
THOS. HOWARD.
7d 1748 Hongkong, 22nd October, 1874.

STEAM FERRY.

THE Commodious Steam-Launch "*KOW-LOONG*" will RUN DAILY between HONGKONG and SOW-KE-WAN from 6 A.M. to 6 P.M.
Gentlemen wishing to charter her for travelling at sea, for short or long voyages, or towing any Cargo Boat, are requested to apply to
AH YON,
Kwong Hing Shop,
57, *Praya West.*
tf 1749 Hongkong, 23rd October, 1874.

THE Committee of the Macao Relief Fund beg to inform their Constituents and the Public that they have resolved to accept Donations of Provisions, Old Clothing, and Bedding for the Victims of the Typhoon at Macao. Any such Donations sent to the Undersigned, or any other member of the Committee, will be thankfully received.
FRANCISCO DA SILVA MAGALHAES,
Secretary.
1742 Hongkong, 20th October, 1874.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD,
(Will be absent until about November 10th.)
tf 237 Hongkong, 5th October, 1874.

VIEWS OF WRECKS AND RUINS CAUSED BY THE TYPHOON.
Will be READY in a FEW DAYS.
HONGKONG PHOTOGRAPHIC COMPANY,
OPPOSITE CLUB GERMANIA.
1551 Hongkong, 29th September, 1874. tf

WANTED, by a Respectable Young Person, accustomed to Travel, a SITUATION as ATTENDANT on a LADY, or TO TAKE CHARGE of CHILDREN, about to proceed to Europe. Good References. Address "B. M.," *Daily Press* Office.
tf 1618 Hongkong, 3rd October, 1874.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,

BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.
The Dock has a Caisson Gate, and is pumped out by steam.
A new FOUNDRY for large iron and brass castings has recently been added.
The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.
Dry Godowns are on the premises, available for stowage of cargo, &c.
A large stock of Timber, Metal, and other Dock-yard Material always on hand.
Vessels docked for examination, remetalled, resparred, repaired also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.
The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. tf 335

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

Intimations.

THOMPSON & HIND
Invite Inspection of
THEIR NEW GOODS
FOR THE
AUTUMN AND WINTER SEASON.
LADIES' DRESSES,
In "HOME SPUN" and other new Materials.
LADIES' PARIS TRIMMED HATS
AND
BONNETS.
CLOTH JACKETS AND MANTLES,
Plain and Trimmed with Fur.
RICH BLACK SILKS,
In Grograin and Ducape.
PLAID SHAWLS
AND
AUSTRIAN BLANKETS
For Chair Rugs.
THE UNIQUE BODICE AND "MARIE STUART" CORSET.
COTTON AND LINEN SHEETING,
AND
HOUSEHOLD DRAPERY.
38, QUEEN'S ROAD,
HONGKONG.
1767 Hongkong, 26th October, 1874.

NOTICE.

GABRIEL DUBOST, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to furnish Particulars of same to the Undersigned, on or before the *1st day of March,* 1875, after which date they will not be recognised; and all Persons indebted to the said Estate are requested to make Immediate Payment.
ED. CHASTEL,
Executor.
1m 1759 Hongkong, 24th October, 1874.

FOR SALE BY ALEXANDER WYLIE, ENGINEER, No. 159, YOKOHAMA.

TWO of J. & H. GWYNNE'S CENTRIFUGAL PUMPS, one 8 inch, $750; and one 8-inch, $1,100.
Both of these Pumps have the following supplied with them:—
1 FOOT VALVE and GRATING
2 9-ft. LENGTHS PIPE.
1 6-ft. do.
2 3-ft. do.
1 FLANGED BEND.
1 SUCTION SLIDING PIPE, with EXPANSION JOINT, to slide 3 ft.
All BOLTS, NUTS, and JOINTS, complete.
1m 1687 Yokohama, 5th October, 1874.

ESTABLISHED IN 1850.
C. LAZARUS AND CO.,
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS, AND GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH.
55, 59, 60, & 61, *Bentinck Street,*
CALCUTTA.

BILLIARD TABLES.

LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.
C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.
Every table is made of *solid wood, well seasoned and not veneered.*
The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.
No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.
Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.
C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.
C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.
Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

BILLIARD LAMPS.

Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.
Eighteen light ring burner Gas Pendants, with rod to suspend over table.
C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for
THE NEW PATENT
ELECTRIC BILLIARD MARKER,
by means of which the score can be marked from the cushion of the table.
Price Lists, Catalogues, and all information may be obtained from
LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO.'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN,
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1465

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1617 Hongkong, 1st October, 1873.

Intimations.

SING PING THEATRE.
PROFESSOR VANEK.
FOR THREE NIGHTS ONLY.
CHANGE OF PERFORMANCE EACH EVENING.
THIS (MONDAY) EVENING,
THE EVER CELEBRATED DECAPITATION TRICK,
AND NEW ENTERTAINMENTS.
Performance to commence at 7.30 P.M.
Seats in Reserved Boxes.....$1.00
Pit, Reserved Seats..... 0.50
1768 Hongkong, 26th October, 1874.

FOR MANILA.

THE Steamship
"YUEN-TZE-FEE."
Captain Moalle, will have immediate despatch for the above Ports.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 1763 Hongkong, 26th October, 1874.

FOR SYDNEY *(Direct.)*

THIS A-1 British Barque
"ELLEN,"
Kindred, Master, having the greater Portion of her Cargo engaged, will have immediate despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1764 Hongkong, 26th October, 1874.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 3, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

THE BLOCKADE OF HONGKONG.

SUBSCRIBERS to the Printing Fund will receive THIS FORENOON,
Specimen Copies of the Pamphlet, together with a Circular. Gentlemen requiring Copies to be sent, in accordance with its terms, and in their names to friends of the movement at home, are requested to give the full addresses of such to the Undersigned, on or before WEDNESDAY, the 28th instant, as the whole Edition will be for

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.
A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. 1669

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and COMMISSION AGENT, under the Firm or Style of E. I. ELIAS & Co.
Agencies in Calcutta, Bombay, and Singapore.
E. I. ELIAS.
1m 1592 Hongkong, 1st October, 1874.

The Daily Press.

HONGKONG, OCTOBER 26TH, 1874.

WE are informed upon good authority of a very peculiar fact in connection with the question of the duties levied by the Canton Customs' cruisers upon the trade of this port. It is stated that the Chinese Authorities at Canton positively declare that Sir BROOKE ROBERTSON, the British Consul at that port, has admitted their right to levy taxes by means of taxing offices in this Colony not only upon opium, but also upon other foreign imports. Were the statement not given to us upon authority which can leave no doubt that it has some foundation, we should be disposed to consider that it was a simple invention, as it seems impossible to believe that the Chinese officials could have made such a statement unless a great deal had been conceded to them, though possibly not quite so much as they state. It is of course necessary to bear in mind that the fact that the Canton officials state that Sir BROOKE made such an admission does not prove that this was actually the fact, as they may have misunderstood or misreported what he actually did say. But while admitting this in fairness, there is no doubt that the Chinese officials have made the statement above noticed, and the fact is in itself very significant of the peculiar tangle into which local negotiations have brought this question, and the pressing necessity which exists for some clear principle being enunciated at home with regard to it. Are we to understand that the Consul at Canton admits for a moment that the Chinese have any right to open offices in this Colony for the collection of duties even upon opium? Are we to understand that he admits it even to be an open question whether they have not the same right, in respect to other goods; and finally, are we to understand that the GOVERNOR of this Colony does not consider its independence invaded by such a system being openly carried on within the limits? If the trade of Hongkong is to remain free in anything more than in name it is high time that these questions were fairly put to the Home Government and answered once for all. The results of negotiating with regard to it at Canton and here, are evidently only that the more that is done, the deeper we get into difficulties, and the more hopeless does it become to find any remedy. It would assuredly seem that whatever might be conceded as to the rights of the cruisers, there could be no possible question that any attempt to establish taxing offices within the Colony itself would be held absolutely illegal, and could be dealt with by the local authorities here without any reference either to Canton or home. If this is not the fact, how comes it that when, some seven years ago, opium taxing offices were discovered in the Colony, they closed up their establishments, and made off post haste, the moment Sir RICHARD MACDONNELL held up his little finger in a threat to bring them to justice? What great change has taken place in the laws of this Colony, and in our international relations with China that what one Governor did not hesitate for an instance to pronounce as an illegal infringement of the independence of the Colony another allows to go on with impunity and in open day? There is obviously some very grievous inconsistency with regard to the whole subject, and it is high time that we knew definitely what our position in the Colony is as to trading matters—and that the Home Government should let it be known whether Hongkong is a free port or whether they intend to allow the Chinese to make use of a British Colony for the purpose of collecting revenue on the cargoes of vessels leaving it. It is hardly possible to believe that there can be any real necessity for so much difficulty with regard to a question, of which Sir RICHARD MACDONNELL made such short work, and it is certainly a subject both for surprise and regret that the Chinese Authorities have been permitted to reopen a question which they gave up unreservedly in our favour when it was taken in hand vigorously by him. We can scarcely believe that the Home Government, either as represented at the Colonial office or the Foreign office will very greatly appreciate the management which has been displayed in this matter, as it is impossible for them to fail to perceive that the want of firmness and decision which has been manifested both here and at Canton have resulted in their being troubled with an unpleasant and complicated question, which past experience shows could have been settled upon some decent and reasonable basis upon the spot.

The following vessels are wired as having arrived in London from China:—*Fiery Cross*, *Glenroy* and *Patroclus*.

It is reported that a private telegram has been received to the effect that a severe cyclone has taken place in Calcutta, doing great damage to property and to the shipping in harbour.

A trial of the Government Fire Engines took place on Saturday, between Peddar's wharf and Sassoon's wharf. The Engines for some time worked fairly, though the streams thrown did not go to so great a distance as might have been expected. Suddenly, however, the fires from the large fire-engine were withdrawn and the steam blown off, the cause being that some of the boiler tubes were broken, and the water and steam finding their way into the furnace. Mr. Hobb, the chief engineer at the Dock Yard, was present, we understand, with the object of making a report to the Government. If such was the case, we trust that it will be made public, as it will doubtless be interesting as showing the state of the Engines, &c.

Deliveries of Teas in London, during the week ending 17th inst., have been 3,300,000lbs.

Cable advices from London, dated 17th inst., quote the rate of Quicksilver at £24 0s. 0d. per flask.

The *Killarney*, *Deucalion*, *Galatea* and *Hector*, are reported as having passed through the Canal.

We are informed, by wire, that the Bank rate of discount in London, on the 17th instant, was 4 per cent.

We hear that the wire for the land telegraph line from Amoy to Foochow has gone forward from hence to the former port, and that it is expected the line will be complete within two months.

It will be observed by an advertisement that Professor Vanek will appear for three more nights at the Sing Ping theatre. The Professor, having recovered from his indisposition, will perform his celebrated decapitation feat this evening.

The Band of H.M.'s 80th Regiment will perform this evening, at 5 p.m.:—

Quick March...	"C'est l'Espagne".....	Godfrey.
Overture.....	"Mirella".....	Gounod.
Valse.....	"Freut Deuschlides Leben"	Strauss.
Selection.....	"Barbe Bleue".....	Offenbach.
Galop.....	"Neck and Neck".....	Godfrey.
	"God Save the Queen."	

W. W. FRAYLING, Bandmaster.

We regret to learn that the Eastern Extension Telegraph line is again broken down, this time on the Saigon-Singapore section, and very close to the latter station. The repairing steamer *Agnes* left on Friday at daylight for Singapore. Mr. G. W. Fisher, the Company's Electrician, will follow by first steamer. As no great difficulties are anticipated, he hopes to re-establish communication very soon after his arrival in Singapore.

The Registrar General publishes in Saturday's *Gazette* the return of the births and deaths for the second quarter ending June 30th, 1874. A total of 393 births and 648 deaths, have been registered during that period in Victoria, and the four districts of Sow-ke-wan, Stanley, Aberdeen and Kowloong. 36 births and 37 deaths were among foreigners, 13 of the deaths were of non-residents and the remainder were as follows: 12 British, 6 Portuguese, 5 Indian, and 1 Malay. The death rate for the quarter among the British and foreign community was 23.04 and amongst the Chinese 21.14 annually, for every thousand persons. For the whole population of the Colony, the death rate was 21.24 for every thousand persons. The same paper also gives the returns of births and deaths for the quarter ending September 30th. A total of 473 births and 1,574 deaths is recorded. The large number of the latter is accounted for by the typhoon, 11 deaths among Europeans and 760 among Chinese being attributable to that cause.

We are informed that an attempt will be made to float the P.M.S.S. *Alaska* from her position ashore at Aberdeen to-day, at the height of the present Spring tide. It may happen that the full height of tide will not occur till Tuesday, in which case the operations will be repeated. Under the impression that an attempt would be made yesterday morning, to float the steamer, a large number of residents went to Aberdeen. They were disappointed, however, as the tide proved a very unfavourable one, and Captain Van Syce decided to defer operations until this evening. The steamer seems to have sustained not the slightest injury. So far as we could observe, her copper is scarcely wrinkled. About seventy large water tanks, each having a power of flotation equal to two hundred tons, have been securely fastened around her, and her stores, coals, &c., weighing over twelve hundred tons, have been landed. The Company's steamship *Oregonian* is lying a little way off, attached to her big sister by three large hawsers.

Yesterday, at the Cathedral, a very marked respect was shown to the memory of the late lamented Lady Kennedy in the mourning attire prevalent among the congregation. The Rev. R. H. Kidd preached a sermon on the text in Phil. 2 v. 1, "Consolation in Christ." After commenting upon these words in their general bearing and urging upon each listener the personal application of the text, the Rev. preacher concluded in terms happily conveying an expression of respect for the departed lady and the duty of all to sympathise with the bereaved husband, to which we believe the whole Colony will respond. The language of the Rev. preacher was spoken of afterwards by more than one in terms of so much approbation, as to induce us to obtain his permission to publish that part of his sermon, which ran as follows:—"Brethren, The text on which we have been meditating this morning was suggested to me by the sad news which reached this place on Tuesday last. One who occupied the highest position in the Colony, and had endeared herself to us by her many acts of kindness has been suddenly—suddenly to us at least—taken away, leaving a gap which will not easily be filled up. Consolation in Christ was here in this world and now that she is gone, we are confident that she is in the enjoyment of Consolation *with* Christ. Although, therefore, we deplore her loss, we sorrow not as those without hope. Of her, we can say in the language of our beautiful funeral service, we had 'a sure and certain hope of a resurrection to eternal life, through our Lord Jesus Christ.' There is another who needs consolation such as we, however, much we desire to do so, cannot give. But, Brethren, though we cannot ourselves impart it, we can pray that it may be imparted. This is the best proof that we can give of our sympathy with her sorrowing husband. Let us pray that he may at this hour of trial—bitter trial—pray that he may be supported by the Divine Power—that he may, in the midst of his sorrow, experience 'consolation in Christ.'" No one in this Colony can fail to enter fully into the feelings so well expressed. Seldom has a panegyric been made more moderate, more true. Every one looking back on the time when the greatly respected Lady was among us will say that she was essentially a kind friend, a gentle peace-maker—a lady, who gave a tone of gentleness to the sterner rule of even the least severe governor—a lady of whom all all will say "Blessed was her gentle reign." When His Excellency returns, we feel sure that all will offer him their respectful and heartfelt sympathy, with hopes that time may enable him to feel submission to the Divine Will and consolation in the faith, which the preacher has so well expounded. At the conclusion of the Service, Mr. Sangster played with great power, and greater taste, that grand piece of music—one of the greatest of "songs without words"—the Dead March in Saul.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 21st Oct., 1874.

The Insurgents at Buenos Ayres are preparing for strenuous action.

The *Glenearn* is ashore at Ras Abooderage, in the Red Sea.

President Grant won't seek re-election.

The Spanish Ambassador has presented a note to the Duke de Cayes, strongly protesting against the French aiding the Carlists.

Sir. H. Robinson has annexed Fiji and hoisted the British flag.

A Hurricane has caused great disasters to Railways, Telegraphs and Shipping (where?)

The German frigate *Ancona* has forcibly levied an indemnity from the Navigator Islands, for grievances of the German Colonists.

A Heavy Cyclone has occurred in Bengal. A passenger Train was blown off the line near Burdwan.

Hongkong, 23rd October, 1874.

Vice Chancellor Hall heard an application on the part of Miss Lydia Thompson (Mrs. Henderson), the actress, to discharge an order for an injunction which had been obtained against her by Mr. Swanborough to prohibit her from appearing at the Charing cross Theatre, as she had engaged to perform for a season before playing elsewhere. It was urged in support of the motion that the term "season" was ambiguous, and also that the application for an injunction was a malicious proceeding. Ultimately it was agreed to refer the matter to arbitration.

THE ACCIDENTS TO THE EAST INDIA EXTENSION TELEGRAPH CABLE.

We have been placed in possession of authentic information with reference to the accidents to the East India Extension Cable, which, we doubt not, will be of interest to our readers. The *Agnes*, after arriving here, and receiving Mr. Fisher, the electrician, on board, started as soon as the weather permitted to the break, which tests had shown to be about 13 miles off. On arriving at the ground it was found that there was still too much sea to permit operations being carried on, and the ship, therefore, put into Stanley Bay to await more favourable weather. Three attempts were made, but the sea was so high that nothing could be done with safety. On Tuesday, the 20th, however, the weather being somewhat better, she made another attempt, and succeeded in effecting the necessary repairs. The damaged part was caused by a ship's anchor, which had evidently caught in the cable and run along the line. For nearly a mile the cable was completely destroyed, the gutta-percha core protruding in many places through the external iron wires, the iron wires themselves having been in many places rucked up and broken, so much so that fears were at one time entertained that the cable would have parted, in which case the extent of damage would not have been known, as the ship would have had to grapple again towards Hongkong. The splice was made at about midnight. It may be worth mentioning that, although the cable hawse was much injured, the cable itself was not directly affected by the typhoon, and the accident is rather a coincidence than an effect of the typhoon, except so far as it drove the vessel out whose anchor lodged in the cable—an accident which might of course occur without any typhoon existing.

With regard to the present fault near Singapore, it is unfortunate that the *Agnes*, left on Friday morning, on the evening of which day, the break occurred. Mr. Fisher, the electrician, remained here to effect certain repairs to the land line, which had been injured by the typhoon, and there is no probability of his being able to get away before Wednesday or Thursday next. The *Agnes* will call at Saigon and will then at once proceed to Singapore. Should she arrive before Mr. Fisher, his assistant will at once go out and commence operations, and we may, therefore, look for the restoration of the cable about to-morrow week.

POLICE INTELLIGENCE.

October 24th.

BEFORE THE HON. C. MAY.

CHINESE PROPENSITIES.

Chun Aboi, a watchman at St. Joseph's Roman Catholic Church, charged a coolie, Li Asing, with stealing a sheet of zinc from a shed close to the premises.

The defendant was sent for 14 days' hard labour.

A NATIONAL FAILING.

Kwok Asui charged a coolie named Tum Achin with entering her house this morning and stealing two brass smoking pipes, valued $1.50.

Inspector O'Brien deposed to giving chase after the defendant and to apprehending him. He saw the defendant running out of the house with the pipes in his hand, and District Watchman No. 18 deposed to seeing him throw the pipes down whilst running away.

The defendant, who denied the charge, was sent to two months' hard labour.

CHARGE OF THEFT.

Mr. James Wood, late an engineer on board S.S. *Hailoong*, charged another engineer, named George Taylor, also unemployed, and residing at the Crown and Anchor Tavern, on suspicion of stealing $34 from him.

The complainant said he went to the house on Thursday, and found the defendant there. He had seen him before in Yokohama, but was not on intimate terms with him. The defendant asked him for a little money, and he gave him $2. They then went out for a walk and both went to a house in Tuipingshan. After being there a little time he discovered the defendant had disappeared, and on feeling in his trowsers pockets discovered also that his $34 were gone. He went out in search of him, and found that he had not been home, and he did not come home that night.

Inspector Dodd said that the defendant was locked up that night and fined 50 cents for getting drunk, and ordered to pay 40 cents for chair hire on Friday by Mr. Mitchell. He paid his fines, and at 11 o'clock the same morning he was brought back again very drunk, and charged by Mr. Wood with robbing him. The defendant was too drunk for the case to come on that day.

Mr. Hollowell, of the Star Tavern, said the defendant came to his house and called for drinks, and she changed him a $5 note at 4 o'clock. At 5 o'clock he came again, and she changed him another $5 note. Between 7 and 8 o'clock the defendant came again and called for a bottle of champagne; she charged him $3 for it, and he tendered her a $10 note, she went upstairs and procured the $7 change, and when she came down she found the defendant gone. The next morning she found out that he lived at Mr. Bristow's house. She went there at about 10.30, and asked if he was in, and whilst enquiring the defendant came in. She handed to him a $5 note and two dollars in silver.

Walter Blake, the barkeeper at the "Crown and Anchor Tavern," deposed to seeing this sum handed to the defendant by the last witness, and to seeing the complainant and the defendant going out together. He knew the complainant had $29 in notes in his pocket and some silver when he went out.

P.C. Campbell, No. 62, deposed to being on duty with Inspector Dodd in the charge room when the defendant was brought up on Friday, and to searching him. He found only $2 in silver and a Japanese half yen. He was sent to Mrs. Hollowell to make enquiries about how much money she had given him in change, on his return he went into the cell, and the defendant, who was lying drunk and insensible, was chewing something. He thought that it was tobacco, and he made further search for the $5 note, and not finding it, looked in his mouth, and found he was chewing up the $5 note.

The defendant, after denying the charge or ever going out with the complainant, ultimately admitted that he had the money, but said it was given him to change, the complainant being with him each time he changed a note.

Mr. Hollowell, recalled, said the complainant was not in her house with the defendant at any one time.

His Worship, after a severe lecture to the defendant, sent him to four months' hard labour.

MORE CHINESE PROPENSITIES.

The remanded case in which a boy named Cheung Angan was charged by Inspector Halloran with another not in custody, with stealing several lengths of Government Telegraph wire, blown down in the late typhoon on the Sow-ke-wan Road, came on again.

Inspector Halloran said he had every reason to believe that the man not in custody, and who was the principal robber of the wire, had cleared out of the Colony, and as there was no evidence against the boy, he asked that he be discharged.

The boy was discharged accordingly.

A ROMANTIC LUNATIC.

The *Droit* relates that a man has just died in the Bicêtre Asylum whose lunacy had a very singular origin. His name was Justin, and he exhibited waxwork figures at Montrouge, his gallery consisting of contemporary celebrities and great criminals. On a pedestal in the centre was the figure of a young girl remarkable for her graceful figure and perfect features, her hair falling in long curls over her naked shoulders. Justin had named her Eliza, and was so struck by her beauty that he passed hours in contemplating her. She seemed to speak, and her blue eyes, with their long eyelashes, seemed to respond to his passion. Under the influence of this illusion he neglected his business, and for want of a showman to puff it people no longer visited the gallery. Poverty succeeded easy circumstances; the modern Pygmalion could not separate himself from Eliza. His wife was obliged to sleep on a bare mattress, and when she remonstrated he ill-treated her. Irritated at the unjust harshness, she one day destroyed the wax figure. Justin was furious on seeing the fragments, and seizing a broomstick he struck his wife and would have killed her had not her cries drawn the neighbours to her assistance. Justin, who had lost his reason, had to be secured, and was an inmate of Bicêtre for five years, living up to the last under the charm of Eliza, whose image seemed always before him.

At the Listowel petty sessions a man named Looney was committed for trial for endeavouring to induce a farmer named Carr to shoot his landlord.

THE FUTURE OF JAPAN TRADE.

(*Japan Mail.*)

There can hardly be a more serious subject offered for the consideration of the mercantile part of this community than the future prospects of that trade which they are here to prosecute. They have left the great stream of European life behind them, and have accepted, whether more or less willingly matters little, their lot in Japan. They have launched their craft on these seas, and whether or not they make fair weather of it must be for them an absolutely vital question. The world is getting full, or, at all events, fuller, every day; the struggle for existence redder and fiercer. The hard law of natural selection has no bowels. Neither virtue nor weakness avails to make it relent, and as it is sharp, it is also as cold, as steel. The difficulty men experience in finding congenial or even any employment away from the sphere in which they are known and have laboured, increases rapidly, and in choosing this sphere they now do it for a better or worse which hardly admits of subsequent divorce. The soil in which we are planted in the early part of our working career must be reckoned on as that in which we shall pass our lives, and if it is a barren one there is but small help for us. And yet what are the prospects of this trade, to the prosecution of which many of us are so deeply pledged? They are hardly of a nature to make our future very promising, or to raise many hopes of that comfortable retirement to our native land which is usually extended as the inducement to spend abroad that portion of our lives when the sense of enjoyment of the pleasures which Europe affords is keenest, and the absence of them most felt.

Considering how willing the earth is to yield, man in this country is far poorer than he need be, and his misery is much of his own making. Erroneous political or economical legislation is responsible for most of his poverty, and the misfortune is that much of his bad law making represents a choice of the lesser of two evils. There are many good laws which wise men know ought to be passed, but the passing of which would simply produce revolution and entail worse evils than their absence generates. Take, for instance, the late return on the part of the Government to the restriction on the export of grain. From the symptoms visible—so far at least as they could be known to foreigners—when this restriction, after being rescinded for over a year, was re-imposed, we incline to think that the Government pursued the wisest course. But the necessity was not the less lamentable, and, when times are more propitious, we hope it will even strain its power to declare the export free again. And this brings us to the germ of our opening remarks: What can be done in this country to increase its trade, for the benefit both of it and ourselves?

If we look back into the early accounts given of Japan by European travellers or residents, whether Kæmpfer, Adams, or the old Jesuit fathers, we must be struck by one great fact in the existence of which they all coincide, viz.: the dense population of this country. Even admitting that they did not stray far from the Tokaido, and that this highway has always been far more thickly peopled than the rest of country, there is still a fair amount of evidence that an abundant population existed in these islands. The old gazetteers, encyclopædias and school books invariably put it down at from 30 to 40 millions, and though doubtless they copied from each other, there must have been original sources of information, which, whether more or less accurate, are not to be thrown over hastily or without good reason. But let us say there has been an average population on these islands for the past five hundred years of twenty millions of human beings, what have they been about? What great cities or towns are there to show, we do not speak of aggregations of human beings so much as of their habitations, public works, public buildings and monuments. We shall not deny that something is to be seen. There are a few fine temples, castles, and specimens of masonry; there are some outlines of public works of third rate order; a large number of boats and junks; there is an abundance of very admirably cultivated land, and an abundance of waste land; there is a small amount of metal, more or less worked, above ground—very small as it appears to us—there is a small quantity of books; and beyond this, there is little, except a vast army of officials. And here lies apparently the whole secret. The privileged classes, either civil or military, have eaten up all the savings of the people. In the sense in which wealth exists in England, or France, or Italy, or even in Germany and Switzerland, which are certainly not rich centres, there is little trace of it here. Contrast Japan even with China. It is hardly too much to say that the labour expended on the walls of the cities of China, on the Great Wall, the Grand Canal, and the network of canals throughout the south and middle of the Empire, would have been enough to construct all the railways in the world, tunnels, bridges and all, and these works remain as monuments of the industry of the Chinese people. Over a proportionate square mileage what have we, in this country to set against the fruits of this industry? There is one answer: little indeed. The wealth in the single line of shops and warehouses between Gorohiki and the end of Regent Street would buy up the whole of Yedo, possibly five times over. But what has been the condition of England during the past five hundred years, especially as regards her population? She certainly has not had an average of more than ten millions of people during this period, and the foundation of all her greatness and almost incalculable wealth were laid when she had only five millions.

That the Japanese know and deplore the absence of accumulated wealth in the country is certain; but it may largely be doubted whether they are agreed as to the remedy for it. That many of them are imbued with the idea of rendering the country independent of other lands, even for the production of articles which Japan has no aptitude for manufacturing or producing, and which other countries can produce far more cheaply, is also certain. It is equally certain that this will lead to many fruitless experiments and a great waste of money. Indeed, it has already done so. We see iron-works erected which can either not be worked at all, or only worked at a loss; glass-works are being constructed which can only lead to the same result; and we may be certain that until clearer views on these subjects are taken by the more enterprising, hopeful or venturous of the Japanese, they will continue to throw away their money in this manner. All this tends to diminish the stock of wealth in the country available for really reproductive investment, and no one who wishes the country well, or is personally interested in its prosperity, can see these mistakes without serious regret. In their too eager desire to imitate the European nations, the Japanese seem to forget that there are economical laws which forbid their doing so in many important directions. Let them, by all means, take from us such knowledge or example as will be of service to them. But it is a ruinous delusion for them to think that because we carry on certain profitable commercial operations, they must necessarily be able to do the same. If, instead of running wild-goose chases after glass or iron works, they would turn their attention to the means by which their really great industry, the cultivation of rice, could be made an available means for increasing the national wealth, we might all cherish hopes of seeing the prosperity, and, with it, the external trade, of the country increase rapidly. One of the great present misfortunes arising from the past history of Japan is that its industry is so greatly limited by its want of capital. Every addition to capital gives to labour either additional employment, or additional remuneration; enriches either the country or the labouring class. If it finds additional hands to set to work, it increases the aggregate of produce: if only the same hands, it gives them a larger share of it; and perhaps, even in this case, by stimulating them to greater exertion, augments the produce itself.

We incline to think that the future prosperity of this country will depend more upon the increase of its rice and silk cultivation than anything else. From its mines of the precious metals we anticipate little or no profit; little from those of iron; much more from those of coal; while the expenses incurred by the search for these metals and the working of their beds will be considerable. But if the present price silk gives the producer a profit, as we imagine it certainly does, and the present price of rice does the same, a large market for both could be found and the country correspondingly enriched.

It is stated in a Spanish telegram that it is semi-officially announced that the foreign policy of the new Government "will be directed towards securing the friendship and moral support of the nations of Europe, but will not countenance any sort of foreign intervention that might be offensive to the sense of national independence." The number of conscripts that have joined the regiments is now 60,000.

THE MARQUIS OF LORNE'S POLITICS.

(*Examiner.*)

The Marquis of Lorne may be described as a demi-semi-royal personage, and he ought to have been instructed before he was raised formally to his present elevated and dignified position of those reticences and limitations which royalty even of the genuine sort has to submit to. The Marquis's illustrious brothers-in-law do not go about the country talking controversial politics on the stump, and, if they did, they would probably have the good sense at least to avoid insulting a foreign nation with whom we are not on friendly terms. The Marquis of Lorne, however, "represents" the electors of Argyleshire, and he felt bound on Thursday, as if he were a mere common member of Parliament, to expound to his constituents his views upon foreign and domestic politics. Now, that the Marquis should talk platitudes about the high mission of Church Establishments is matter of very little real consequence, and the electors who listened to him at Campbeltown are quite shrewd enough to understand that this amateurish talk about grave political subjects has no more significance in the mouth of the Princess Louise than it would have if a royal recommendation were to secure a seat in Parliament for some sturdy gilly at Balmoral. But foreigners do not so readily understand the niceties of our constitutional usages, and they are dangerously apt to confound small things with great. It would have been wise, therefore, we think, if the Marquis of Lorne had refrained from flinging a small stone at the Spanish Republic. "He considered the recognition of the Spanish Government premature, because that Government had not yet shown its capacity to defeat its enemies." This irrelevant piece of impertinence would not matter much if it were not so clearly inadvisable that the Spaniards should be allowed to suppose that the royal family of England, who may have something according to their ideas to do with the Government of the country, are sympathisers with the absolutist and clerical theories represented by Don Carlos.

THE DUTCH IN SUMATRA.

(*Examiner.*)

The Dutch Government have probably by this time discovered how complicated and arduous was the business they undertook in Sumatra when they persuaded our statesmen to surrender the prohibitory clauses of the Treaty which excluded them from possibilities of conquest in the northern part of the island. They had evidently miscalculated the strength of the enemy against whom especially their aggressive ambition was directed, and had, consequently, entered upon the war without adequate military preparation. It was hardly surprising, therefore, that the first expedition undertaken by the Dutch against Atchin turned out a melancholy failure. The unexpected vigour of the enemy was, however, considered by the Government at the Hague to be a less important element in the ill-success of the enterprise than the malignant influences of the climate; and European opinion generally made light of the power of the Atchinese. The sturdy resistance made by the Sultan of Atchin and his chiefs in the Kraton, or great citadel of the capital, was represented to be the final flaring-up of a warlike fanaticism that could not withstand the cold, laborious, unwavering resolution with which the Dutch renewed their preparations for a fresh attempt. This plausible doctrine seemed to be confirmed when the Dutch, with eminent perseverance and valour, recommenced their attacks upon the Kraton, and finally, some five months ago, ended the war, as they congratulated themselves, by the capture of the citadel and the dispersion of the organised forces of the Sultan. It was reasonable to suppose that if the Atchinese had not been able to hold their own against the European invaders while they possessed a strongly fortified position, and an army concentrated within it they would be unable effectually to prolong the war when they had lost their fortress, and could no longer hold their armed men together. It was assumed, as a matter of course, that the capture of the Kraton would bring with it the submission of the Atchinese throughout all the former dominions of the Sultan; and doubtless, if the Dutch commanders had been men of energy and insight in proportion to their undoubted valour and endurance, they would long ago have trampled out every burst of resistance in Atchin.

But the nature of the Hollander is singularly sluggish, and as the army which captured the Kraton had suffered severely during the operations, it was thought wise to wait for reinforcements before pressing on to carry the Dutch flag further into the poisonous depths of tropical swamps and jungles. The delay may be justified by an appeal to prudential considerations, but prudence is a doubtful virtue in the business of war. It was not difficult for the energetic fanaticism of the Atchinese to interpret the dilatoriness of the Dutch as hesitation begotten of fear. Immediately the scattered fragments of the troops that had failed to drive back the Dutch at the Kraton or to raise the siege began to take heart once more, to gather round the standard of various semi-independent chiefs who have formed a close alliance with the object of driving the foreigners into the sea, and to wage a desultory harassing war in which the Dutch, constantly successful by their own account in every actual engagement, are losing many more men than they can afford. The Dutch indeed, occupy the citadel; their fleet commands the sea; they are the masters of the Atchinese at all events in the arts of modern scientific war; and it is not likely that the Kraton can be wrested from them so long as they continue to obtain reinforcements and supplies from Batavia whenever they are required. But the defence of the place is a continual drain upon the resources in men and money of the Dutch Government. If the Atchinese kill comparatively few of the Dutch soldiers, the pestiferous climate kills a great many, and the army in the Kraton, though constantly reinforced at the rate, it is stated, of from 1,000 to 1,500 men every month, is too weak, and must remain so while the present system is pursued, to undertake any operations on a considerable scale against the enemy outside. Meanwhile the Atchinese are encouraged by every day in which they are permitted to close in upon the Dutch outposts and to torment the invaders with ceaseless assaults, ambuscades, and night attacks. The military importance of these movements is very trifling, but the moral effect upon the Dutch as well as upon their enemies is remarkably visible. The former see that they have not advanced a single step—that they have, in fact, receded, since the Kraton fell into their hands. They see no hope of obtaining such reinforcements from home as would enable them to resume offensive warfare with decisive energy. They perceive that the population whom they have assailed is of indomitable bravery, of fanatical resolution, and of little susceptibility to the panic terror which distinguishes most Oriental races in presence of the strange methods of modern war.

It might be difficult to say whether the Atchinese are in truth as far from a correct view of their position as we in Europe imagine when they argue that they cannot hope in the long run to conquer the Dutch. We are all of us inclined to think that if only the Dutch would put out their full strength they could bring this war to an end in a few months; and possibly if offensive operations had been pressed on with vigour immediately after the fall of the Kraton—if an active, lightly-equipped European army had penetrated into every corner of the Atchinese territory and struck at the native forces wherever they attempted to concentrate themselves and make a head, the disorganisation of the whole nationality might have been accomplished without material difficulty, and this once effected the introduction of the Dutch administrative system might not have been found a work of insuperable difficulty. We put the case in a hypothetical form, for the defensive powers of a bold, untamed people like the Atchinese, inspired not only with a rude spirit of patriotism, but with a fierce religious fervour, may easily be underrated. But in any case the Dutch let slip the opportunity, and it is one that will hardly offer itself again. The head of the Atchinese power was then crushed, and the scattered members might have been readily mastered by the invaders, if they had possessed a commander not only skilful and enterprising in the art of war, but gifted with political insight. The want of such a man has sacrificed, we may not unfairly say, three-fourths of the advantages that the Dutch might have derived from their victory at the Kraton. Now the moral effect of that crushing blow has been well-nigh forgotten; the Atchinese have organised themselves once more, and have drawn encouragement from the torpor of the enemy. It must be remembered that in past times the Empire of Atchin was very powerful, that it had reached a high civilisation of its own directed chiefly to military purposes, and that its militant zeal for the faith of Islam made it formidable to all the nations who were attracted by visions of conquest or of commerce to the Eastern Archipelago. That zeal declined, and as it hardened into a stiff formalised superstition Atchin sank into the condition of weakness and obscurity which lately tempted the Dutch to undertake, without duly counting the cost, the laborious enterprise of annexation. All over the world there is a great revival of the Mohammedan faith, and though we do not doubt that Islam must succumb when brought into vital conflict with Western civilisation, it is possible that many sacrifices may have to be made in the early stage of the struggle. The Dutch have not a few sins to answer for in their colonial administration, and the revelations of oppression in Java, which the world owes to that admirable political novel 'Max Havelaar,' have stamped upon the conduct of Holland, as an imperial country, a deep mark of reprobation. It may be that the Dutch are now discovering that the "pleasant vice" of their Colonial Government in Java have been turned into "instruments to scourge" them in the north of Sumatra.

GERMANY AND SPAIN.

(*Pall Mall Gazette.*)

The latest news from Spain contains, if we except an inaccurate telegram from Carlist sources, no further curiosities as to the affair of the "Gustav Adolph." We may of course dismiss from consideration the statements of the Carlist despatch referred to above, which asserts that "nine men-of-war, German, Spanish, and English, fired on the Carlists at Zumaya," and that "Carlists answered by a volley upon the vessels nearest their post." It is almost certain that these "nine men-of-war" are, like Falstaff's men "in buckram," reducible to two—namely, the German gunboats *Nautilus* and *Albatross*. We may take it as quite certain that no English men-of-war have been amusing themselves by firing on the Carlists without provocation, and the reports of yesterday, now confirmed by a telegram from Berlin, may be taken as at least giving a complete list of the actors in the affair. The Berlin telegram fixes the scene of the encounter at Guetaria, a spot some miles to the west of San Sebastian, and states that the Carlist batteries "which were bombarding the town fired upon the German gunboats *Nautilus* and *Albatross*." The one point of importance about this confirmation of the news is contained in the statement that the Carlists "were bombarding the town," since this makes practically possible what was always theoretically most probable—that the attack on the gunboats was accidental, or, at any rate, not a wanton and deliberate outrage. However, there can be no doubt that, whatever the cause of the attack, the Germans returned the Carlist fire with interest; and, though the theory of the *Univers* that the whole affair was prearranged may be an extravagant one, we have not the least reason to believe that the Germans—and here we mean the people generally as distinct from their rulers—regard it as otherwise than a gratifying occurrence, providentially ordered, to illustrate the stern promptitude and decision of their country in resenting affronts.

Perhaps the most significant among the many evidences of the altered spirit of Germany in this respect is to be found in the occasional self-revelation of her journalists. In yesterday's *Times*, side by side with the telegrams announcing the collision between the German gunboats and the Carlists, was an extract from a letter of a correspondent of the *Cologne Gazette* full of the wonderful doings of "our fleet" in the Spanish waters. "This," he said, referring to the expedition of the two gunboats, "is merely the beginning, and the success of our fleet cannot fail to result in an extension of its operations to other parts of the country. That success has surpassed all expectations. Prussia was formerly hardly known to the Spaniards, and after Sadowa they cherished a secret resentment against it as a Protestant Power; but the course it has taken as regards the Carlist outbreak has produced a very different feeling. An enemy's enemy is easily regarded as a friend, and this is the case with Germany." Then follows an account of the "astonishment" of the natives at the "robustness and vigour of the German sailors, the order and cleanliness of the ships, the perfect discipline which prevails." We are told how the sailors "climb the rigging like cats," and "handles the guns with a dexterity and strength unknown to the Spaniards," how two shots a minute are "a trifle" with the German gunners, while the Spanish, "under the most critical circumstances, can only manage an average of a shot in five minutes." The writer concludes by saying that "Germany has every reason to be satisfied with the reception of its two pioneers in Spain. It is still young and lacks many things, but a moral conquest is something. We do not pursue a colonial policy—at least, not at present." We have no reason to believe that this curious letter unfairly represents the sentiments of the average German at the present moment; and as such it is worth attention on several grounds. Among its most salient characteristics are, it need hardly be said, its tone of absolutely fatuous self-complacency, and the profound ignorance which it exhibits of the recent subject of Germany's "moral conquest." The easy confidence of the assumption that the hostility of Germany to the Carlists has won the favour of the rest of the Spanish people, and that the enemy's enemy is regarded as a friend, proves at least that Spain is not more ignorant of Prussia than Prussia is of Spain. Nothing but the intoxication of national vanity could have so blinded a shrewd people like the Germans to a fact patent to all observers of Spanish character, and legible on every page of Spanish history—namely, the indomitable pride of the Spaniard, and his intense jealousy of foreign interference in any shape. But the extract which we have quoted shows throughout unmistakable signs of the prevailing temper of the German people; a temper which, if not in itself definitely ambitious, contains all the elements necessary to make it a willing instrument in the hands of an ambitious statesman. The pursuit of "moral conquests" is as dangerous an amusement as platonic love-making, and the sort of flirtation with the policy of foreign interference in which Germany is at present indulging is always likely to end in something serious. Without supposing that there is any effective desire among Germans for intervention in Spain, it is a sufficiently ominous sign for the future peace of Europe that they regard the presence of their gunboats in Spanish waters with such decided satisfaction—that they like the notion of making a display of their strength, of keeping Europe well alive to the fact that Germany is now the leading Power. If this is not yet fully matured Chauvinism, is it at any rate the spirit out of which Chauvinism rapidly develops.

What sort of feeling is aroused in Germany by the recent affair with the Carlists we must wait to see. But whether the Germans are content with the display of power they have already made, or whether they make this last "Carlist outrage" an occasion for demanding a more direct policy of interference in Spain, the situation will be nearly equally unsatisfactory. It is sufficiently evident already that the Germans either see no danger to peace in the course which they are adopting with regard to Spain, or else that they naturally court that danger. The really disquieting circumstances about this affair at Guetaria, so far at least as the rest of Europe are concerned, is not so much that the Carlists fired on two German gunboats, whether deliberately or by accident, as that two German gunboats were there to be fired on, and, what is more, intend to remain there. What act of folly and madness is or is not committed by the lawless troops of an unscrupulous fanatic is a matter of very little political significance, but the conduct of a great Power whose proceedings are directed by Power whose proceedings are directed by statesmen and not by hotheaded guerilla leaders or bloodthirsty provincial priests deserves to be watched with much closer attention. And the question, after all, still remains unanswered. Why are two German vessels kept continually hovering about the Spanish coast, whether as a temptation to the madness of the Carlists, or a target for the stray shots from their unskilful batteries? It is impossible to make any reply to this question, or to suggest any special reason for

SMOKERS AND NON-SMOKERS.

It was not to be expected that the British grumbler would acquiesce, without loud protestations, in the change lately made by the Metropolitan Railway directors in favour of smokers. Accordingly, the *Times* contains two very characteristic letters setting forth supposed grievances of a diametrically opposite kind. An "Underground Traveller" denounces the introduction of smoking carriages as an "ill-considered innovation," and complains that he and his friends, the non-smokers, are unable to find the non-smoking compartments. "A smoker," on the other hand, points out "the shameful want of accommodation" for his fellow-smokers on most of the English lines. The experience of Grumbler No. 1 includes a journey of twenty-four minutes' duration "in company with seven gentlemen (sic) smoking short, stale pipes of tobacco," but he entirely omits to say why it is that, being in such disagreeable company, he does not, as most other passengers would, get out at the first station and enter another carriage. It seems to this gentleman difficult or impossible to see which are the smoking compartments in the Metropolitan trains and which are not. But if large, staring paper placards pasted on the windows of each compartment will not convey information to the eye of the underground traveller, it can only be inferred that [illegible] of the mole, have been impaired by overmuch burrowing beneath the earth. The arrangement, moreover, of the smoking compartments is so orderly and uniform, the third and second occupying the extreme end of each train, while the first are all placed together in the middle, that the dullest comprehension ought to be able to predict which is the right part of the train to make for. It is not often a word can be said in commendation of the Metropolitan Companies; but in this particular instance their action has been extremely sensible and highly approved by the public. Grumbler No. 2 is probably right in interpreting the Act by which the addition of smoking carriages is made compulsory as applying to carriages and not merely compartments. A little more order in the arrangement of such carriages on the "overground" railways would, moreover, be very desirable.—*Globe.*

TORPEDO EXPERIMENTS.

(Times, September 7th.)

The third experimental practice with a submarine mine charged with 500lbs of Waltham Abbey disc gun-cotton against the starboard side of the *Oberon's* double iron bottom, built upon her to represent in all the details of thickness of metal, distance between the inner and outer skins, and in the disposition of the longitudinal and vertical frames, the double bottom of Her Majesty's ship *Hercules*, appointed for Friday, was deferred until Saturday, owing to the extreme roughness of the weather preventing the laying of the mine at the exact depth required. This was, however, accomplished on Saturday morning off Fort Monckton, at the spot where the two previous attacks upon the *Oberon* had been made. The mine was laid in exactly the same depth of water—a depth of 48ft. at high water slack tide, but this at a distance of 60ft. horizontally from the *Oberon's* starboard broadside, the distance between the mine and the *Oberon* being thus again lessened by 20ft., the first experiment having been made with a horizontal distance between the mine and the vessel of 100ft., and the second at 80ft. The *Oberon* draws a mean draught of about 12ft. of water, and the mine is therefore fired at a vertical depth of 36ft. below the vessel's keel. On the first and second occasions, it will be remembered, no damage whatever was inflicted by the explosion of the mine upon the vessel's bottom, and we may state at once that precisely the same harmless results attended Saturday's experiments. The experiment on Saturday was made under the supervision of Colonel Sir William Jervis, K.C.B., R.E., President of the *Oberon* Committee, and the members of the Committee at present in England, comprising Captain Singer, R.N., Mr. Abel, chymist to the War Department, and Lieutenant Bucknell, R.E. secretary. The two other members of the Committee, Colonel Stotherd, R.E., and Lieutenant Hall, R.N., are now at Carlscrona to witness some experiments which are being made by the Swedish Government. The *Oberon* experiments are being made simply to ascertain how near to a sunken mine an ironclad or other double-bottomed vessel may steam without receiving damage from the electric explosion of the mine; but the Swedish experiments at Carlscrona will include the explosion of dynamite by actual contact with the double bottom experimented against, and the results thus obtained, considered in relation with the results obtained from the *Oberon* experiments, will furnish very valuable *data*. Several Swedish officers witnessed the *Oberon* experiment on Saturday, and among the English Naval officers present were Captain Brandreth, commanding the *Excellent* gunnery establishment at Portsmouth, Captain George Tryon, C.B., commanding H.M.'s unarmoured screw frigate *Raleigh*, and Captain Liddell, K.N. Secretary to the Naval Torpedo Committee. On board the *Oberon* the condenser from Her Majesty's ship *Octavia* stood, as before, on the ship's bottom in the central compartment, with its top 2ft. below the level of the water outside the ship, fitted with inlet and outlet valves left open, and with the Kingston valve of the feed-pump closed. The condenser was simply placed upon the *Oberon's* bottom, without any bolts, fastenings, or entablature to stand upon, which it would have had if fixed on board a seagoing ship. On the port hand the condenser rested against some heavy iron water tanks, filled; but on the starboard hand, the side against which the mine was exploded, the condenser was supported by two stout timber struts, reaching from the upper side of the condenser to the side of the vessel. It is important to notice this arrangement, the inlet pipe joint of the condenser having been found, after the mine had been fired, to have received some slight damage. All the water-tank covers were fastened or locked with their bayonet locking joints, hatchways were covered, and everything below was made as secure as possible to meet the shock from the explosion of the mine. A couple of sheep were also tied up against the side of the ship to be attacked, and a couple of rabbits were also placed on the same side in a cask.

The arrangements on board the *Oberon* having been inspected, the mine was fired a few minutes before 4 p.m., at high water tidal slack. The usual column of water and mud rose into the air to a height of about 200ft., with a base of about 150 feet in diameter, and the *Oberon* heeled over very perceptibly to the blow, some loose pieces of timber that had been left on the upper deck being shot upwards into the air to a considerable height. But the *Oberon* still floated, nor could any sign of external damage be seen to her hull. On boarding her a careful examination of the inner skin of the hull led to the discovery of no leak or damage to the hull in the slightest degree. The shock given to the hull must, however, have been very great, the lids of the water tanks having been unlocked and thrown off, hatchway covers thrown off with great violence, and the two timber struts supporting the condenser from the vessel's side displaced and broken. All this was only certain to happen, but the double bottom appeared to be intact and free from damage, and the mine had, therefore, unmistakably failed in its attack so far. But, either from the bulging inwards of the ship's bottom to a certain extent under the force of the explosion, or by a transmission of the force through the two timber struts from the ship's side to the upper part of the condenser, the latter had been lifted or tilted over sufficiently to bring a sudden strain upon the inlet pipe and partially open the joint near the condenser through which the water leaked pretty freely. It was a kind of damage that could not well have happened to a condenser fixed in the ordinary manner on board all of Her Majesty's ships, if the damage was caused as conjectured. To-day the condenser will be thoroughly examined, however, by the proper dockyard officials, and the exact nature of the damage and its cause ascertained and reported upon. The double bottom and the hull of the vessel in every part will be thoroughly examined at the same time. The sheep and rabbits met with no injury.

Immediately the experiment had been brought to a conclusion, the *Oberon* was slipped from her head and stern mooring chains, taken in tow for Portsmouth Harbour by a couple of steam tugs, and placed in dock. Yesterday, after all the water had been pumped out of the dock, an examination of the double bottom below the water-line failed to discover any damage, but a further and more searching examination will be made to-day.

Three thousand persons have been rendered homeless by a fire which has destroyed one half of the town of Meiningen, and the destruction of the buildings alone involves a loss of three million thalers.

THE SUEZ CANAL.

(Mitchell's Maritime Registrar.)

In our impression of the 18th of August we we were enabled to announce to our readers, that the Egyptian Government had abandoned their intention of charging 8 per cent. for a short time previously levied on all coals landed in Egypt for the use of steamers passing through the Canal, and had undertaken to return 7 per cent. of the amount charged. This information was furnished to us, in the first instance, by Messrs. J. Burness and Co., and we are now indebted to Messrs. G. T. Harper and Co., of Southampton, for further details relating to this charge, and the means by which the Egyptian Government were induced to forego it. The first vessel, it seems, that paid the duty at Port Said was the German ship *Galatea*, which arrived there on the 29th of July. The Agents of that ship, Messrs. Wills, Manche, and Co., of Port Said, furnished the Master with the dues, advising him at the same time to see the German Consul, and request him to pay them under protest. The German Consul, we are told, promptly complied. The day following, two other German steamers, the *Sylvia* and the *Atalanta*, belonging the same company as the *Galatea*—namely, the Deutsche Dampfschiffs Rhederei zu Hamburg—arrived; and the same course was adopted in regard to the duty charged and its payment under protest by the Captains of the *Galatea*. When these facts became known to the German Consul-General at Alexandria, he at once addressed himself to the Egyptian Minister for Foreign Affairs, and so urgently that orders were immediately given for the return of the entire duty which had been charged to the three German vessels above-mentioned. It appears, however, that the Egyptian authorities, in returning the money, stipulated that the matter should be kept secret lest similar reclamations and demands should be made by the Consuls of other States. The secret, however, leaked out, and shortly afterwards—Messrs. Wills, Manche, and Co. preferred a claim at the Port Said Custom-house for the return of the Coal Dues levied on a number of British steamers, for which they also acted as Agents. They were informed by the Collector, however, that he had instructions from the Egyptian Government to deduct the 1 per cent. which, together with the 7 per cent., had been returned, as we have seen, in the case of the German ships on the application of the German Consul. This course of procedure could not, obviously, be tolerated, and we learn that further and immediate application was made for the return of the entire amount levied. When it was stated a month since that the Egyptian Government had decided upon remitting 7 per cent. of the Coal Duty which they had thought proper to levy, we presumed that the 1 per cent., which it was the intention to impose, was to be regarded as a nominal charge, made for the purpose of asserting the right of the Egyptian Government to levy a tax on coal or any other article landed in Egypt. If that were the object, and the shipping of all nations were to be treated alike, we did not see any special ground of complaint; but as the Egyptian authorities have thought fit to protect the German Shipping in this matter by a differential duty of 1 per cent. in their favour—because that is what it amounts to—it is time to take a decided stand, and to raise a distinct issue with the Government of the Khedive. We pointed out recently that the British Shipping constitute over 70 per cent. of the entire tonnage using the Canal. In 1873 the number of British ships passing through it were 816, representing 1,500,140 tons. In the same year the German ships were 28 in number, representing 35,619 tons. We reproduce these figures, which appeared in an article in our impression of August 17, in order to point out the utter inferiority of the German as compared with the British Maritime Interests in connection with the Canal. It is, of course, quite intelligible that to surrender 1 per cent. in the case of German ships is a very different thing from returning that amount to the British ships which have been charged; but we protest against unequal treatment, and that the Shipping of a State which does not pay more than a fraction of the amount of the Canal Dues that are paid by British Shipping, should be preferred when it comes to a remission or return of another charge levied by the direction of the Egyptian Government. That Government may have, by permission of the Porte, the right to levy charges on goods imported into Egypt, but we maintain that it is unusual and unfair to select the Shipping of any one foreign flag for exemption from a charge of this nature. We collect, however, that the remission or return to the three German ships above-mentioned, was mainly due to the energy and promptitude of the German Consul-General at Alexandria. We are curious to know whether similar promptitude has been exhibited in the case of our Shipping by Her Majesty's Consul. It would, of course, be the duty of the latter official to see that no preference was given in this or in any other matter to foreign Shipping over the British flag. The amount is of small consequence compared with the principle involved. If it be the intention of the Egyptian Government to maintain a duty of 1 per cent. on coal imported into Egypt, and landed at Port Said or Suez, it should be expressly so stated, and the levy should be made in the case of all arrivals of coal, whatever the nationality of the carriers. It will not do to make distinctions, and to favour one flag at the expense of others. We should hope that an official statement of the above facts has already been made to the Foreign-office, and that Her Majesty's representatives in Egypt have not forgotten or overlooked what is due to the Commercial interests they represent. We have had complaints as to the occasional apathy of our Consuls in Egypt, which, if well-founded, required the attention of our Government, and may, to some extent, account for the disregard of British interests that has of late been manifested in that country. With respect to anything affecting the traffic through the Canal, it is clear such want of vigilance is the more inexcusable, seeing the great preponderance of British Trade which now takes that route, and which must continue to increase with the further development of Commerce in the far East.

COMMERCIAL INTELLIGENCE.

OCTOBER 25TH, EVENING.

Patna $535 cash, small sales; Benares $555 cash demanded. Estimated stocks Patna 425 chests, and Benares 250 chests—total, 675 chests. No change in Malwa.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 4/1½
Bank Bills, at 30 days' sight, 4/1⅝
Bank Bills, at 6 months' sight, 4/2½
Credits, at 6 months' sight 4/2½
Documentary Bills, at 6 months' sight 4/2½

ON BOMBAY.—Bank, on demand 222

ON CALCUTTA.—Bank, on demand 222

ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares.—5 per cent. premium.

Union Insurance Society of Canton, new shares—$30 per share, premium.

China Traders' Insurance Company's Shares—$1,600 per share.

China and Japan Marine Insurance—Tls. 80 per share.

Chinese Insurance Company.—$190 per share.

Hongkong Fire Insurance Company's Shares—$530 per share.

China Fire Insurance Company's Shares—$135 per share.

Victoria Fire Insurance Company's Shares—$125 per share.

Hongkong and Whampoa Dock Company's Shares—45 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s—5 per cent. premium.

Shanghai Steam Navigation Company—Tls. 85 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$60 per cent. discount.

Indo-Chinese Sugar Company—$94 per cent. discount.

SALES ON OCTOBER 25TH, 1874.

As reported by Chinese.

Funguc, 10 bags, at $57.50, by Yee-shun to travelling trader.

White Wax, 3 pieces, at $71.50, by Yee-shun to travelling trader.

Cuttlefish, 30 bags, at $22.00, by Yue-wo-loong to travelling trader.

Melon Seeds, 55 bags, at $5.50, by Wing-yee-chong to travelling trader.

Vermicelli, 100 bags, at $6.95, by Kin-tye-loong to travelling trader.

Red Dates, 740 bags, at Tls. 20.80, by Kin-tai-loong to travelling trader.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
LONDON	Ardent	Robert Clasper	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Falcon	Shiell	Hongkong	A. MacG. Heaton	Quick despatch.
Do.	Albuera	W. H. Thomas	Whampoa	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Mathilda Atheling	Whereat	Hongkong	A. MacG. Heaton	Quick despatch
LONDON & HAMBURG, via S. C.	Essen (str.)	Jürgenson		Wm. Pustau & Co.	Quick despatch.
BREMEN OR HAMBURG	Caranjah	George Cawse	Hongkong	Wm. Pustau & Co.	Quick despatch.
NEW YORK	San Juan	A. Urtubiaga	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Sir Harry Parkes	Thos. Stephens	Hongkong	Olyphant & Co.	Quick despatch.
Do.	Lathley Rich	Thos. Mitchell	Whampoa	Russell & Co.	Quick despatch.
Do.	Hopewell	Parson	Hongkong	Augustine Heard & Co.	Quick despatch.
Do.	North American	G. W. Tucker	Hongkong	Russell & Co.	Quick despatch.
Do.	Boomal	Blackstone	Hongkong	Augustine Heard & Co.	Quick despatch.
SYDNEY	Ellen	Kindred	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Morning Light	Chaston	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do. *via* YOKOHAMA	Vancouver (str.)		Hongkong	P. M. S. S. Co.	On 28th inst., at 3 P.M.
SAMARANG, BRISBANE, &c.	Normanby (str.)			Gibb, Livingston & Co.	On or about 14th prox.
SINGAPORE, BOMBAY, &c.	Malacca (str.)	S. D. Shallard	Hongkong	P. & O. S. N. Co.	On 28th inst., at noon.
SINGAPORE AND PENANG	Arratoon Apcar (str.)	Schultze	Hongkong	Douglas Lapraik & Co.	On 28th inst., at noon.
SAIGON	Regalia (str.)	C. Harrison		Ah Yon	On 30th inst., at 2 P.M.
MANILA AND ILOILO	Pepita	Aldecoa	Hongkong	Remedios & Co.	Quick despatch.
MANILA	Yuen-tze-fee (str.)	Moalle		Douglas Lapraik & Co.	Quick despatch.
YOKOHAMA	Bombay (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, NAGASAKI, &c.	Oregonian (str.)	Harris	Hongkong	P. M. S. S. Co.	Quick despatch.
SHANGHAI *via* FOOCHOW	Mongol (str.)	Flamank		Augustine Heard & Co.	Quick despatch.
SHANGHAI	Delhi (str.)			P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY & FOOCHOW	Yesso (str.)	Ashton	Hongkong	Douglas Lapraik & Co.	To-day, at 10 A.M.

For Sale.

SAYLE & CO.

GENERAL DRAPERS AND OUTFITTERS, TAILORS, &c., &c.,

BEG to inform their Customers and the Public that they have received, and are now SHOWING their

NEW AND CHOICE STOCK OF GOODS,

Selected with care and judgment for the AUTUMN AND WINTER SEASONS, and being purchased on very favourable terms, they are enabled to offer them at

EXTREMELY LOW PRICES.

LONG CLOTH, OXFORD TWILL, AND REGATTA SHIRTS, With Military and Pleated Fronts.

COLLARS, In the New Shapes.

UNDER VESTS AND PANTS, In Lambswool, Merino, and other makes.

SOCKS, In Lists Thread, Merino, Lambswool, and Balbriggan.

CHRISTY'S CELEBRATED FELT, SILK, DRAB SHELL, AND OPERA HATS.

BOOTS, SHOES, AND SLIPPERS of DAWSON & SON'S best makes.

A Nicely Assorted STOCK OF SCARVES AND TIES, In Fancy and Plain Colours.

PERFUMERY, JEWELLERY, BRUSHES, COMBS,

And every other ARTICLE requisite for a Gentleman's Toilet.

SAYLE & CO.

Would draw Particular Attention to their NEW STOCK OF CLOTHS, made especially for the Climate, and which they are enabled, owing to the very advantageous terms on which they have been purchased at the Home Markets, to make up at considerably Reduced Prices, at the same time guaranteeing a perfect fit, and quick despatch in the execution of all Orders, with which they may be favoured.

VICTORIA EXCHANGE, *QUEEN'S ROAD AND STANLEY STREET,* HONGKONG; AND AT SHANGHAI.

FOR SALE.

A FOUR-HORSE Power Upright Stationary ENGINE and BOILER, Complete. Apply to A. MILLAR & Co., *Plumbers, &c., Queen's Road East.*

1341 Hongkong, 27th August, 1874.

FOR SALE.

BEST PORTLAND CEMENT and FIRE BRICKS. Apply to FREDERIC DEGENAER.

tf 1297 Hongkong, 19th August, 1874.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabularly contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co., 60, PATERNOSTER ROW; W. H. BELL, "DAILY PRESS" OFFICE, HONGKONG.

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FOR SALE.

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CALIFORNIA WINES, from the "Buena Vista Vinicultural Society."

This Society's Produce obtained "Mention Honorable" at the Paris Exhibition in 1866, and "Médaille de Progrès" at the Vienna Exhibition in 1873.

WHITE WINES, in cases of 1 doz. Quarts.
Do. do. 2 „ Pints.
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CHAMPAGNES:—
National Grape.
Buena Vista.
Pearl of California, in cases of 1 doz. Quarts, and cases of 2 doz. Pints.

FREDERIC DEGENAER.

tf 1530 Hongkong, 30th September, 1874.

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Campbell's Plantation Brand CIGARS.
Campbell's Dindigul Brand CHEROOTS.
Campbell's Trichinopoly Brand CHEROOTS.
TERMS—Cash.
Apply to MESSRS. CAMPBELL & Co., *Plantation Works, Dindigul, Madras Presidency.*

730

FOR SALE.

L. TAMPIER & CIE'S, BORDEAUX.

CLARET—Medoc, St. Julien, St. Estephe, Chateau Lagrange, Chateau Palmer, Chateau Lafite, Pommard, Chambertin, Graves, Chateau La Tour, Blanche, in cases of 1 doz. Quarts and 2 doz. Pints.
CHAMPAGNE—Carte Noire, Carte Blanche, Carte Verte, Carte D'Or, in Quarts and Pints.
COGNAC—Fine CHAMPAGNE, Superior.
CHAMPAGNE in Quarts and Pints, of B. & E. Perrier, Chalons.
Otard Dupuy & Co's COGNAC.

LANDSTEIN & Co., *Agents.*

tf 894 Hongkong, 26th June, 1874.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

tf 1180 Hongkong, 11th May, 1867.

"THE CHRONICLE & DIRECTORY" FOR 1874.

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THIS Work, now in the TWELFTH year of its existence, is now on sale.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874" has been further augmented by a CHROMO-LITHOGRAPH OF A PLAN OF THE CITY OF CANTON, THE FOREIGN SETTLEMENTS OF SHANGHAI, A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK; also of THE VARIOUS HOUSE FLAGS (*Designed expressly for this Work*), MAPS OF HONGKONG, JAPAN, and of the COAST OF CHINA; ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG; besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

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„ ..... „ KELLY & Co.
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„ ..... Mr. C. D. MOSS, *Japan Gazette* Office.
Manila ..... Messrs. J. DE LOTZAGA & Co.
Singapore ..... *Straits Times* Office.
London ..... Mr. F. ALGAR, Clement's Lane.
„ ..... GEO. STREET, 30, Cornhill.
„ ..... Messrs. BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York ..... Messrs. S. M. PETTINGILL & Co. 37, Park Row.

F. KRUPP'S CAST STEEL WORKS ESSEN (GERMANY.) SOLE AGENT FOR CHINA AND JAPAN, F. PEIL,

tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

SUNWOO, MANUFACTURER OF ALL DESCRIPTIONS OF MATTING, WORKS—QUEEN'S ROAD, WEST POINT, (Near the Sailors' Home.) OFFICE—*Yew Kee, No. 30, Wing Lock Street,* HONGKONG.

1423 Hongkong, 10th September, 1874.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the Chinese New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship "YESSO," Captain S. Ashton, will be despatched for the above Ports TO-DAY, the 26th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

2d 1762 Hongkong, 23rd October, 1874.

FOR SINGAPORE AND PENANG.

THE Steamship "ARRATOON APCAR," Captain Schultze, will leave for the above Ports on WEDNESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

4d 1756 Hongkong, 24th October, 1874.

FOR SAIGON.

THE Steamship "REGALIA," Captain C. Harrison, will leave here for the above Port on FRIDAY, the 30th instant, at 2 P.M.

For Freight or Passage, apply to AH YON, *Keong Hing Shop, 57, Praya West.*

2d 1752 Hongkong, 23rd October, 1874.

PACIFIC MAIL STEAMSHIP COMPANY.

STEAM TO SHANGHAI, NAGASAKI, &c.

THE Steamship "OREGONIAN," Captain Harris, will have quick despatch as above.

For Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, *Acting Agent.*

tf 1753 Hongkong, 22nd October, 1874.

NEW YORK, LONDON, AND CHINA STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI *via* FOOCHOW.

THE Company's Steamer "MONGOL," Captain Flamank, expected from Singapore on the 26th inst., will have quick despatch for the above Ports.

For Freight or Passage, apply to AUGUSTINE HEARD & Co., *Agents.*

tf 1756 Hongkong, 24th October, 1874.

FOR SAMARANG, BRISBANE, SYDNEY, AND MELBOURNE.

THE Eastern and Australian Mail Steam Company (Limited), will despatch their Steamship "NORMANBY," *from Singapore*, for the above Ports, on or about the 14th proximo, and the Undersigned are prepared to grant Through Bills of Lading for Cargo to be transhipped to her at Singapore.

GIBB, LIVINGSTON & Co., *Agents.*

15d 1758 Hongkong, 24th October, 1874.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship "BOMBAY" will leave for the above place shortly after the arrival of the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, 19th October, 1874. [1712

STEAM TO SHANGHAI, *(Taking Cargo at through rates for NAGASAKI and HIOGO.)*

THE P. & O. S. N. Co.'s Steamship "DELHI," will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, 19th October, 1874. [1713

FOR LONDON AND HAMBURG, (*Viâ* SUEZ CANAL)

THE German Steamer "ESSEN," Jürgensen, Master, shortly expected from Shanghai, will have early despatch as above.

For Freight or Passage, apply to WM. PUSTAU & Co., *Agents.*

tf 1732 Hongkong, 21st October, 1874.

FOR MANILA AND ILOILO.

THE A 1 Spanish Bark "PEPITA," Aldecoa, Master, will have immediate despatch for the above Ports.

For Freight or Passage, apply to REMEDIOS & Co.

tf 1738 Hongkong, 22nd October, 1874.

FOR BREMEN OR HAMBURG.

THE British Ship "CARANJAH," George Cawse, Master, will load here and at Whampoa, and will have quick despatch for the above Ports.

For Freight, apply to WM. PUSTAU & Co.

tf 1733 Hongkong, 21st October, 1874.

FOR NEW YORK. *(To follow the "Hopewell.")*

THE A 1 British Ship "BEEMAH," Captain Blackstone, will load here and at Whampoa as above.

For Freight, apply to AUGUSTINE HEARD & Co.

tf 1715 Hongkong, 19th October, 1874.

FOR NEW YORK.

THE A 1 American Clipper Ship "NORTH AMERICAN," Captain G. W. Tucker, will load here and at Whampoa, and have early despatch as above.

For Freight, apply to RUSSELL & Co.

tf 1708 Hongkong, 17th October, 1874.

FOR LONDON.

THE A 1 British Barque "MATHILDA ATHELING," Whereat, Master, will load here, at Whampoa, and at Macao, and will have quick despatch for the above Port.

For Freight, apply to A. MACG. HEATON, OR THOMAS & MERCER, *Canton.*

tf 1706 Hongkong, 16th October, 1874.

FOR LONDON.

THE A 1 British Ship "ALBUERA," W. H. Thomas, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to VOGEL, HAGEDORN & Co.

1602 Hongkong, 2nd October, 1874.

Vessels on the Berth.

FOR SAN FRANCISCO.

THE A 1 British Ship "MORNING LIGHT," 2,377 Tons, Captain Chaston, will load here for the above Port, and will have early despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

tf 1585 Hongkong, 30th September, 1874.

FOR NEW YORK.

THE A 1 British Barque "HOPEWELL," Captain Parson, will load here, and at Whampoa as above.

For Freight, apply to AUGUSTINE HEARD & Co.

tf 1560 Hongkong, 29th September, 1874.

FOR LONDON.

THE British Barque "FALCON," Shiell, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to A. MACG. HEATON, OR THOMAS & MERCER, *Canton.*

tf 1423 Hongkong, 9th September, 1874.

FOR NEW YORK.

THE A 1 American Clipper Ship "LATHLEY RICH," Thomas Mitchell, Master, will load here and at Whampoa, and have early despatch as above.

For Freight, apply to RUSSELL & Co.

tf 1441 Hongkong, 14th September, 1874.

FOR NEW YORK.

THE A 1 British Ship "SIR HARRY PARKES" will load at this and Whampoa for the above Port, and have quick despatch.

For Freight, apply to OLYPHANT & Co.

tf 1436 Hongkong, 12th September, 1874.

FOR LONDON.

THE A 1 British Bark "ARDENT," Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to VOGEL, HAGEDORN & Co.

tf 1419 Hongkong, 9th September, 1874.

FOR NEW YORK

THE A 1 Peruvian Ship "SAN JUAN," *(late American Ship "James R. Keeler.")* A. Urtubiaga, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, at low rates, apply to VOGEL, HAGEDORN & Co.

tf 1192 Hongkong, 30th July, 1874.

P. & O. S. N. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE Chartered S. S. "*VANCOUVER*" will leave Hongkong for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 28th inst., at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 27th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further Information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, *Acting Agent.*

Hongkong, October 19th, 1874.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*MALACCA*," Captain S. D. SHALLARD, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 29th instant, at Noon.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 28th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 17th October, 1874.

FOR SALE.

THE Spanish Screw Steamer "FORMOSA," 458 tons Register, 7,500 piculs Carrying Capacity.

For Particulars, apply to VOGEL, HAGEDORN & Co.

tf 1416 Hongkong, 9th September, 1874.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.

In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.

In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.

Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.

HING KEE.

1y 742 Hongkong, 13th May, 1874.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper $1.50
Neatly Bound $2.00

Apply at the *Daily Press* Office.

WING-KEE COAL SHOP

Extracts.

WAITING.

I wait: for what? For better things?
For hours of which the poet sings?
To drink from purer, sweeter springs?
I hardly know.
Perchance you wonder if there be,
In distant years that we may see,
Some greater good for you and me?
It must be so.

I hold my faith in coming years,
Though dark the present theme appears,
The light to be my pathway cheers,
And onward leads;
The past is but a land of dreams—
The present little that it seems—
The future hides the golden beams,
The fruitful deeds.

What which I wait will come some time;
The greatest good will reach its prime.
And of its fullness, ripe, sublime,
I shall partake;
The nectar springs of which I dream
Will in the sunlight brightly gleam;
My longing thirst at that cool stream
Then shall slake.

Still then I wait—not hoping less
Because the greater happiness
Succeeding days do not possess—
My faith is strong;
I wait with patient firm belief
That joy will give its crown to grief,
And harvest time will bring the sheaf
Awaited long.

God pity him whose faith is dead,
In good to come, who may have said,
"There is no brighter day ahead,
No warmer sun;"
For him the years will slowly wane,
To him will come no end of pain,
With him will be each lasting bane
But just begun.

The mocking lights we ever chase,
That with our steps forever keep pace,
Familiar grow as does the face
Of dearest friends;
And if, in all their mocking flight,
Our hope of capture still is bright,
The brilliance of the fleeting light
Will never end!

The greatest good we never hold;
The buds of promise ne'er unfold,
Within our grasp the flowers of gold,
But blossom late.
The sweetest hopes are all before;
The rarest joys are still in store;
And patiently for evermore
We for them wait.

A. A. HOPKINS.

OVER THE BORDER.

"LONE ST. MARY'S."

At ten in the morning, a coach and four is ready at the door of the Buccleuch, Moffat, and in this palmy style we set out a casual, road-met company for the Lochs and Yarrow. The way is lone and long, with one place of call only, at Birkhill, near the historic solitudes of Deb's Linn; but the charms and associations of Yarrow and St. Mary's, of Moffatdale and Craigie Burn Wood,—the latter associated with Burns' plaintive "Sweet Is's the eve," sung to Jeanie Lorimer—have an irresistible attraction. Nature's one aspect here is that of melancholy or "dourness," which even the brightest skies cannot warm or lighten; the pensiveness of the sweet green hills is too visibly a part of their fixed natural purpose to lead us to think it either transitory or something born merely of our own sympathetic vision. The impress of a normal sadness lies everywhose, both on the surface and in the purpose of things. We should not be able, perhaps, to describe accurately of what this consists, nor shall we attempt to do so, but let the influence be what it may, tangible or phantastic, there it is, an abiding, inseparable part of nature,—seen in the sweetness of the pastoral hills, in the gloom of the linns, and heard in the streams and in the air. Possibly hills standing as these do, in naked softness of form,—with no rude dints marring their surface and no rugged lines of demarcation, but blending almost imperceptibly, unless where the occasional gash or wrinkle of a lone marks a murmuring way for their water-springs—have a more subtle power of appeal than bolder scenes, whose charms may be more exciting from their varied contrasts. In this unchanging expression of the hills their constancy is perhaps their deepest power, and accepting as the "bonny thing" this pensive influence of the place, we could not fix upon better description perhaps than the "bit sang" of the "Noctes":—

There's beauty in the violet's vest—
There's bliany in the haw—
There's dew within the rose's breast,
The sweetest o' them a'
The sun will rise and set again,
And hee wi' burning gowd the main—
The rainbow bend out owre the plain,
Sae lovely to the ken;
But lovelier far the bonny thing
That wons in yonder glen.

And linked with these natural characteristics of St. Mary's and the Yarrow, is the interest attaching to the scenes from their association with Scott, and Hogg, and Wilson, together with their classic claims in Wordsworth, and in many a romantic ballad, through which runs the one strain of "rueful ness" that Yarrow ever seen must still inspire. A double attraction therefore leads us on—the attraction of nature as described, and the power of a pure and hallowed home of minstrelsy, music is that of the "Wandering winds,"—the impulse of the "sound, healthy heart o' the happy hills."

A single day, if of changing disposition, may serve admirably to show nature's fixed mood in these scenes, and so it was on the occasion of the present visit. A calm and cool but not over clear air gave promise as we left Moffat of possibly cheerful weather—an experience highly to be appreciated after the abundant rains of many previous days. Moffatdale opened up under the grey stillness that often in the morning precedes a bright day, and as we passed—our party already blended into cheerful harmony of feeling—under the shady fringes of Craigie Burn Wood, down by which Moffat Water threads its pretty way, sunglints began to touch the hills and light a path for the creeping cloud shadows. Far into Annandale could we see the changing features of this bright misty scene, the top of the coach affording free command of the country. Presently, however, prospects ahead became downcast and threatening. From ridge to ridge across the vale that we now had begun rapidly to descend, gloom spread itself, entirely shutting out the distant summits beyond St. Mary's; and down the bleak glens branching on our left, showers were stealing, giving more force, as fancy thought, to the rills noisily tumbling down the slopes on either hand, and here and there spreading into streams across our road. This free flow of the waters is a sympathetic yet enlivening feature of the solitudes. The monotony of their murmur is but part of the scene's sadness—"sounds that are silence to the ear"; but where they fall a bright glint down some black steep rift, or rush in shallow course over a scarcely-scooped bed of loosely-strewn pebbles, no waters can match their pure dash or impetuous flow. The racing stream dips its liquid current to hollows under the pebbles, and springing up again breaks into crystal spray, as though the eager water-spirit would take to itself wings, to hold still swifter course. We were not long left, however, to meditate from our dry altitude on the waters beneath only; the floods soon came down from above claiming some more than a poetic share of our attention. In few cases is the charm of distance more enchanting than that of a sweeping deluge of rain when a few moments' grace permits us to behold its progress without experiencing its "drookin'" weight. With truly philosophic grace did we watch this increasing rain driving along Yarrow, overtaking all ahead of us, fondly believing that the force would be spent before we reached its track, and that the dale would then become brighter from the influence of the spent storm. "Boldly we rode and well,"—right into the deluge. The hills seemed to have drawn the whole waters of the heavens upon this lone scene, and to be pouring them in unmeasured scope on man, beast, and mountain for our special delectation. Down, down it came, deluge upon deluge, causing us all to look in amazement at each other that we had not more cleverly prognosticated our fate. To sit out a stiff shower or two on the top of a coach amid sweet hill scenery is only a mild variety of harmless experience, but to defy a black teaming downpour that will not cease—that makes water-spouts of our umbrellas, and soaks through every sucking patch of clothing until its mercilessness has not a terror remaining involves a joke which if it cannot be tried every day is most impressive through its duration. So ponderous and determined did the downpour prove that to attempt to descend and get inside involved an exposure that by huddling together in drenched fraternity under rugs, mantles, and umbrellas we did our best (and small that was) to defeat. The long bleak climb to Birkhill was in this manner borne with helpless patience—our admiration of the lone scenery being restricted to what in the blinding rain and mist could be gathered from stolen peeps from within the dripping circle of our umbrellas; and when at length the hostelry was reached, if such we can call the always hospitable shelter at Birkhill, we were glad of the opportunity once again to render our sympathies audible, and to reflect on the excellence of our courage. The journey onward was utterly unredeemed in character, save for a few minutes as we neared St. Mary's, which in the brief silent interval of the rain's cessation looked lonelier and sadder than ever. Here and there along our course we had seen the hill sheep passing in straggling lines along the steep slopes, and claiming involuntary attention by their piteous bleating; and of the shepherds we could not but think it "a' gay could place stannin' yonner on a knowe in a funnel, in the thoroughfare o' a perpetual sugh." Dismal enough, was the whole adventure, but our purpose in this description is not to ask for the tears of our readers, but to express our opinion that even this sourness of weather had no visible influence in heightening the natural "dourness" of Yarrow and St. Mary's. Wordsworth, always true to nature, has in his "Yarrow Visited" narrated that nowhere had his eyes "by greener hills been soothed," yet in the same imperishable strain is the cry for some minstrel's harp.

"To utter notes of gladness,
And chase this silence from the air
That fills my heart with sadness."

The silent hills, so peaceful in their aspect, were no less rueful under the morning's brief bright touch of sunlight, chequered by dreamy shadows than in the gloom and vapours of the succeeding storm. Yarrow and its quiet hill sides are under all aspects sad, and within their presence, the mind will be most tranquil that sympathetically accepts their inevitable influence.

We have left ourselves a mere fringe of space to speak of what remains, but impulse will not permit of postponement. To wind under the bonny green knowe on which the monument that appreciation of James Hogg, the Ettrick Shepherd, has reared to his memory, and alight at the famous lonely hostelry at the head of St. Mary's, where Tibbie Shields may yet be seen and spoken to, is a pleasure which in the memories it awakens more than atones for the disappointments of the journey. Readers of the "Noctes" will remember the happy meetings of the Shepherd, North and Tickler in this "cosy bield o' Tibbie's—just like a bit wren's nest," and they will remember also the invocation there solemnly uttered, that "when he who shall be nameless—the Unavoidable—who never names his day—comes hither on his one visit—his first and last—may he be taken by Tibbie for his brother Sleep!" The ancient lady, in her ninety-second year, sits there by the ingle, her two-score years of widowhood notwithstanding, not in any despairing wringing, not in any despairing, but in the more helplessness of involuntary motion in every faculty, she seems still to retain, as is evident from the kind tone and intelligence with which she will respond to those who have only claim and know how properly to address her. A more pleasant, composed face, or one more intelligent in its unstrained expression, these mountain influences perhaps never formed. A servant of Hogg's—Mr. Hogg, as to this day she invariably calls him—Tibbie witnessed the first meeting of Scott with her master—"a bit simpering lassie," as she says she then was; and what she has witnessed since is a tale which if not yet complete has thus far oft been told. Passing from this living relic to read the features in the statue that stands immediately overlooking Tibbie's field, we cannot but be struck with the strong interpretation of the surrounding scenery that the sculptor—Currie, we believe—has cast into the mould of the poet's face. Tibbie Shields, we believe—and she ought to know—pronounces the likeness to be not altogether exact, and the face is not quite that to which we are accustomed in the engraving, but what Hogg has done is, we think, in this chiselling finely expressed. It is a face, peering over the lone waters to the peaceful heights of the hills beyond, in which is strikingly rendered the deep pensiveness of the scene. With North and Tickler in the "Noctes," the Shepherd—soliloquising on the figures his two friends present, just arrived in front of Tibbie's on their ponies—asks, "Will onybody tell me that that group would be as magnificent within the four bane wa's o' an exhibition-room, as where it noo stauns, in the heart o' licht, encircled by hills and overhung by heaven." Aptly is this anticipation carried out in the statue before us. With one friend we stood under the rain, looking on that suggestive face, that has drawn into itself the whole expression of surrounding nature, and having in this friend a wealth of thought deep as nature herself, we felt ourselves on returning enriched by immeasurable gain, gladdened

with pleasing thoughts,
That in this moment there is life and food
For future years.

—*Liverpool Albion.*

MACHINERY A SOURCE OF RUIN.

On any given farm in Switzerland or Bavaria, fifty years ago, the master and servants lived in abundance, on the produce of their ground, without machinery, and exchanged some of its surplus produce for Lyons velvet and Hartz silver (produced by the unhappy mechanists and miners of those localities), whereof the happy peasant made jackets and bodices, and richly adorned the same with precious chainwork. Only about ten years since I saw in a farm-shed near Thun three handsome youths and three comely girls, all in well-fitting, pretty, and snow-white shirt and chemisette, threshing corn with a steady shower of timed blows, as skilful in their—cadence, shall we, literally, say?—as the most exquisitely performed music, and as rapid as its swiftest notes. There was no question for any of them, whether they should have their dinner when they had earned it, nor the slightest chance of any of them going in rags through the winter. That is entirely healthy, happy, and wise human life. Not a theoretical or Utopian state at all; but one which over large districts of the world has long existed, and must, thank God, in spite of British commerce and its consequences, for ever, somewhere, exist. But the farm, we will say, gets over-populous (it always does, of course, under ordinary circumstances), that is to say, the ground no longer affords corn and milk enough for the people on it. Do you suppose you will make more of the corn, because you now thresh it with a machine? So far from needing to do so, you have more hands to employ than you had—can have twelve flails going instead of six. You make your twelve human creatures stand aside, and thresh your corn with a steam engine. You gain time, do you? What's the use of time to you? did it not hang heavy enough on your hands before? You thresh your entire farm produce, let us say, in twelve minutes. Will that make it one grain more, to feed the twelve mouths? Most assuredly the soot and stench of your steam engine will make your crop *less* next year, but not one grain more can you have to-day. But you don't mean to use your engines to thresh with or plough with? Well, that is one point of common sense gained. What will you do with them then?—spin and weave cotton, sell the articles you manufacture, and buy food? Very good; then somewhere there must be people still living as *you* once did—that is to say, producing more corn and milk than they want, and able to give it to you in exchange for your cotton, or velvet, or what not, which you weave with your steam. Well, *those* people, wherever they are, and whoever they may be, are your lords and masters thenceforth. *They* are living happy and wise human lives, and are served by you, their mechanics and slaves. Day after day your souls will become more mechanical, more servile, also you will go on multiplying, wanting more food and more; you will have to sell cheaper and cheaper, work longer and longer, to buy your food. At last, do what you can you can make no more, or the people who have the corn will not want any more; and your increasing population will necessarily come to a quite imperative stop—by starvation, preceded necessarily by revolution and massacre. And now examine the facts about England in this broad light. She has a vast quantity of ground still food-producing, in corn, grass, cattle, or game. With that territory she educates her squire, or typical gentleman, and his tenantry, to whom, together, she owes all her power in the world. With another large portion of territory—now continually on the increase—she educates a mercenary population, ready to produce any quantity of bad articles to anybody's order; a population which every hour that passes over them makes acceleratingly avaricious, immoral, and insane. In the increase of that kind of territory and its people, her ruin is just as certain as if she were deliberately exchanging her corn-growing land, and her heaven above it, for a soil of arsenic, and rain of nitric acid.—*Fors Clavigera.*

Insurances.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

of Hongkong. 1st July, 1867.

THE QUEEN INSURANCE COMPANY.
CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

EDWARD NORTON & Co.

tf 241. Hongkong, 22nd January, 1870.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1262 Hongkong, 25th July, 1872.

Insurances.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamers by them, which on Brokerage of TWENTY-THREE and ONE-THIRD PER CENT. (23⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.

tf 1028 Hongkong, 1st July, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN,
Agent.

tf 943 Hongkong, 18th June, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents..... ½ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents..... ¾ " " "
Godowns, Offices, Shops, &c., and their Contents..... 1 " "

SHORT PERIOD INSURANCES.

Not exceeding ten days, ¼ of the annual rate.
Not exceeding one month..... ½
Above 1 month, and not exceeding 3 months..... ¾ "
Above 3 months, and not exceeding 6 months ¼ "
Above 6 months..... the full annual rate.

GILMAN & Co.,
Agents.

tf 1203 Hongkong, 8th May, 1874.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 1st March, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

tf 39 Hongkong, 16th November, 1872.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the Year ending 31st December last, in order that the Distribution of *Twenty-five per cent* (25 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.

3m 1205 Hongkong, 1st August, 1874.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged.

Returns, not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.

4m 1029 Hongkong, 1st July, 1874.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a list of their Contributions for the year ended 31st December, 1873, in order that the distribution of Twenty per cent. (20 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims nor alterations subsequently admitted.

AUGUSTINE HEARD & Co.,
Secretaries.

3m 1202 Hongkong, 1st August, 1874.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1058 Hongkong, 15th October, 1873.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Shanghai, 24th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 % for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.

f 1099, Hongkong, 9th July, 1872.

HONGKONG MARKETS.

As Reported by Chinese on the 24th October, 1874.

COTTON GOODS.

COTTON YARN, No 16 a 24 per 400lbs,		$100.00 a	$116.50
" " 28 a 32 "	"	110.00 a	119.00
" " 38 a 42 "	"	120.00 a	135.00
GREY SHIRTINGS, 7 lbs,	per piece	$1.85 a	1.90
" 8 lbs	"	2.00 a	2.05
" 8½ lbs	"	2.20 a	2.25
WHITE SHIRTINGS, 56 a 60 reed	"	2.25 a	2.30
" 64 a 66 "	"	2.45 a	2.60
" 68 a 80 "	"	2.80 a	3.45
WHITE SPOTTED DO	per piece	2.40 a	2.45
WHITE BROCADES	"	2.65 a	2.70
AMERICAN DRILLS, 30 yards	"	2.60 a	2.65
" 40 "	"	3.85 a	4.00
GREY T-CLOTH, 24 yds & 32 in. 7 lbs,		1.60 a	1.65
" 24 " & 36 " 8 lbs,	"	2.15 a	2.20
DYED SPOTTED SHIRTINGS	"	3.80 a	3.05
DYED BROCADE Do.	"	3.80 a	3.55
DYED DAMASK Do.	per piece	6.00 a	6.25
CHINTZ	"	1.85 a	1.90
HANDKERCHIEFS, Blue	per doz.	0.60 a	0.65
" Brown	"	0.60 a	0.65
" Red	"	0.75 a	0.80
VELVETS, Black, 22 inch	per yard	0.21 a	0.22
" Gentian, 22 "	"	0.15 a	0.18
VELVETEENS, Black	"	0.22 a	0.23

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.75 a	0.76
LONG ELLS, MM Scarlet	per piece	9.50 a	9.00
" " Assorted	"	9.00 a	9.05
" HH Scarlet	"	9.40 a	9.50
" " Assorted	"	8.70 a	8.80
CAMLETS, SSS	"	16.50 a	17.00
" SS	"	18.20 a	18.00
" S	"	19.00 a	19.50
" BBB	"	20.00 a	20.50
LASTINGS, DD	"	16.00 a	16.50

METALS.

IRON, Nail Rod Nos. 1 a 6	per picul	3.80 a	3.90
" Hoop	"	4.50 a	4.85
" Bar	"	3.40 a	3.15
" Wire	"	8.30 a	9.25
LEAD	"	7.45 a	7.60
STEEL, English	per tub.	4.70 a	4.75
" Swedish	"	4.80 a	4.90
TIN, Malacca	per picul	25.00 a	26.00
TIN-PLATES	per box	8.20 a	8.60
SPELTER METAL	per picul	24.50 a	28.00
QUICKSILVER, English	"	212.50 a	—
" American	"	215.00 a	—
SPELTER	"	7.25 a	7.50

PRODUCE.

COTTON, Shanghai	per picul	13.60 a	14.00
" Ningpo	"	14.00 a	14.50
" Tientsin	"	14.00 a	14.60
" Shantung	"	14.60 a	15.00
" Bengal	"	11.00 a	14.50
ALUM	"	1.60 a	1.65
SAPANWOOD, Japan white	"	3.00 a	4.10
" Black	"	3.80 a	3.60
RICE, Bengal, Cargo No. 1	"	2.45 a	2.50
" " 2	"	2.20 a	2.25
" Siam, white	"	1.85 a	1.90
" " mill cleaned	"	1.70 a	1.75
" Manila	"	2.35 a	2.40
" Singapore	"	2.10 a	2.15
" Saigon	"	1.60 a	1.65
" Arracan	"	2.10 a	2.15
" Rangoon	"	2.35 a	2.40
SALTPETRE	"	6.10 a	6.60
COAL, Afloat	per ton		
" English steam	"	13.50 a	—
" American Anthracite	"	12.00 a	—
" Sydney	"	9.50 a	—
WINDOW GLASS	per box	3.70 a	3.80
STRAITS PRODUCE, &c.,			
RATTANS, Straits	per picul	6.50 a	6.00
" Banjar	"	4.50 a	4.80
PEPPER White	"	18.00 a	19.00
" Black	"	12.50 a	12.80
BETEL NUT	"	7.50 a	4.25
SANDAL WOOD Malabar	"	3.80 a	4.20
" South Seas	"	17.00 a	19.00
SAPIN WOOD, Manila	"	1.70	2.10
" Siam	"	2.60 a	2.75
FUCHS, California, per sack of 50 lbs		1.20 a	1.30
" American, per barrel of 200 lbs		4.50 a	5.00
HIDES, Tientsin, per picul		1.50 a	1.75
" California		2.24 a	2.30
SUGAR, Canton white, No 2		6.00 a	6.50
" Dk. Brown	"	3.60 a	3.70
" West Coast, Dk. Brown	"	3.20 a	3.30
" Manila, Dry White	"	4.40 a	4.50
" Dk. Brown	"	3.75 a	3.90
CAMPHOR, packed	"	14.00 a	14.50
PEAS, White	"	1.60 a	1.65
" Green	"	1.70 a	2.25
" Black	"	1.70 a	1.80
" Yellow	"	1.70 a	1.74
MUSHROOMS	"	66.00 a	69.00
SEAWEED, Green	"	1.40 a	1.50
" Cut	"	2.60 a	2.90
MUSSELS, Dry Siam large	"	9.00 a	11.50
" " middle	"	7.75 a	8.25
" Dried, " small	"	5.30 a	5.75
VERMICELLI, Tientsin	"	6.00 a	6.75
BEES WAX, Japan	"	11.00 a	13.50
" Hankow	"	72.00 a	73.50

SHIPPING IN THE CANTON WATERS.

HONGKONG.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
		STEAMERS.			
Diaz		Span. str	269	D. Lapraik & Co	Sunk
Van Sire		Amr. str		P. M. S. S. Co	In Dock
Drewes		Brit. str	814	Siemssen & Co	
Schultze		Brit. str	959	Siemssen & Co	Singapore, &c.
C. F. Davis		Brit. str	794	P. & O. S. N. Co	Yokohama
Vicary		Brit. str	116	H. K. & W. Dk. Co	Tug Flying
Benning		Brit. str		A. Heard & Co., Agent	
Bell		Brit. str	290	Master	
Cary		Brit. str	1050	A. Heard & Co., Agent	
Benning		Brit. str	1061	A. Heard & Co., Agent	
Echanique		Span. str	393	D. Lapraik & Co	Sunk
		Brit. str	40	H. K. & W'poa Dock Co	
Koch		Brit. str	606	Kwok Acheong	
C. R. Harris		Amr. str		P. M. S. S. Co	
E. Smith		Amr. str	280	Aug. Heard & Co	Macao
A. H. Benning		Brit. str	1890	A. Heard & Co., Agent	
Carroll		Brit. str	821	A. Heard & Co., Agent	
		Brit. str	101	Kwok Acheong	
Thos. Shaw		Brit. str	2800	P. M. S. S. Co	Yokohama, &c.
Ashton		Brit. str	559	D. Lapraik & Co	East Coast
		Brit. str	180	Kwok Acheong	
Cullen		Brit. str	233	Kwok Acheong	Swatow

‡ *Running between Hongkong and Canton*
§ *Running between Macao and Hongkong*

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
		SAILING VESSELS.			
Beard		Ger. bk	329	Siemssen & Co	Repairing
Thompson		Siam. bk	336	Chinese	
T. Harris		Ger. sch	191	Bourjau & Co	Repairing
R. Cl[illegible]		Brit. bk	298	Vogel, Hagedorn & Co	London
Plettner		Brit. bk	295	Chinese	
Blackstone		Brit. sh	387	Aug. Heard & Co	New York
Tams		Siam. bk	358	Chinese	Dismasted
Worgitzky		Siam. bk	360	Chinese	
Sorensen		Brit. bk	466	Jas. Burrows & Sons	
Ohlsen		Ger. bk	215	Order	
L. Jensen		Ger. bk	421	Schellhass & Co	Dismasted
Geo. Cassar		Brit. bk	281	Ed. Schellhass & Co	London
Jose Ribeiro		Port. bk	335	Remedios & Co	For Sale
Place		Brit. bk	356	P. M. S. S. Co	Dismasted
Matzen		Ger. bk	328	Arnhold, Karberg & Co	
Bray		Amr. sh	1157	Frazar & Co	Repairing
Lauridsen		Ger. bk	283	Ed. Schellhass & Co	Dismasted
Bartlett		Brit. bk		Ed. Schellhass & Co	
Vograth		Siam. bk	174	Chinese	
Hilberg		Swed. bg	246	Carlowitz & Co	
P. Rademaker		Siam. bk	447	Chinese	
Bondo		Dan. bg	269	Chinese	
Fanque		Fren. bk	300	Chinese	
Kindred		Brit. sh	499	Remedios & Co	
Ramsay		Brit. bk	381	Bourjau & Co	
L. Castaguino		Peru. sh	946	Wm. Pustau & Co	Sunk
Stalze		Siam. sh	635	Chinese	
R. Shiell		Brit. bk	795	A. MacG. Heaton	London
Lorenzen		Ger. bk	416	Wm. Pustau & Co	Repairing
Bohsen		Ger. bk	317	Siemssen & Co	
Pearson		Brit. bk	455	Chinese	
J. Romney		Brit. bk	315	Order	Repairing
Vincent		Brit. sh	526	Rozario & Co	
Andersen		Siam. bk	542	Chinese	
Lange		Siam. bk	289	Chinese	
Caher		Brit. bk	298	Borneo Co. Limited	Repairing
Geo. F. Parson		Brit. bk	578	Aug. Heard & Co	New York
James Semple		Brit. bk	283	Yut-foong-loong	Repairing
Crane		Brit. bk	612	Adamson, Bell & Co	
Wendt		Ger. bk	269	Wm. Pustau & Co	
		Siam. lug	229	Chinese	
Bubson		Amr. bk	896	Aug. Heard & Co	Repairing
Schierloh		Ger. sch	246	Ed. Schellhass & Co	
Ormechea		Peru. sh	609	Carlowitz & Co	
G. Myles		Brit. bk	410	Captain	Sunk
Kluge		Ger. bk	474	Bourjau & Co	
Santawloma		Span. bk	384	Remedios & Co	Manila
Legender		Brit. bk	340	Chinese	
Wherent		Brit. bk	676	Jardine, Matheson & Co	Repairing
Petrie		Brit. bk	357	Olyphant & Co	
C. Smith		Brit. bk	484	Rozario & Co	Sunk
Finlayson		Brit. bg	228	Arnhold, Karberg & Co	
Cheston		Brit. sh	2377	Vogel, Hagedorn & Co	Repairing
Tucker		Amr. sh	1582	Russell & Co	
Stimson		Brit. sh	606	Rozario & Co	Dismasted
Binge		Ger. bk	299	Bourjau & Co	
Brandt		Ger. bg	420	Siemssen & Co	
Aldecoa		Span. bk	251	Remedios & Co	Manila
Moller		Siam. bk	474	Fung-fat-loong	
Queen of England		Siam. sh	542	Chinese	
Radama		Fren. sh	487	Carlowitz & Co	Repairing
San Juan		Peru. sh	146	Vogel, Hagedorn & Co	New York
Seaforth		Siam bk	311	Chinese	Sunk
O'Keefe		Amr. sch	90	Carlowitz & Co	
Sea Bell		Brit. sh	806	Olyphant & Co	New York
Sir Harry Parkes		Brit. sh	239	Chinese	Sunk
Starlight		Siam. bg	335	Siemssen & Co	Repairing
Tulee		Ger. bk	979	Gilman & Co	
Titania		Brit. sh	518	Order	
Willard G. Patton		Amr. sch	593	Master	Foochow, &c.
Wm. Phillips					

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
		RECEIVING VESSELS & HULKS.			
Chase	Webster	Pw. Mag.	233	Harbour Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adam	Stroud	Hulk	318	Water Police	

WHAMPOA.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
		STEAMERS.			
Lintin		Brit. str	69	Kwok Acheong	
		SAILING VESSELS.			
Albuera	Thomas	Brit. sh	774	Vogel, Hagedorn & Co	London
Bengali	Morton	Brit. bk	415	Chinese	
Lathley Rich	Mitchell	Amr. sh	1327	Russell & Co	New York
Moibrek	Pierce	Brit. sh	870	A. MacG. Heaton	London

CANTON

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Chen jui	Poynter	H.I.C.M.	g.b.		
Ching-Sing	E. Choy	H.I.C.M.	g.b.		
Demerara				Customs Chop	
Ngan-tun	Stewart	H.I.C.M.	g.b.		
Ningpo	J. M. Rayner	Brit. str	761	Siemssen & Co	
Sui-Tsing	James Stewart	H.I.C.M.	g.b.		
Sun-Chee	Clarke	H.I.C.M.	g.b.		
Ta-an-lan	Le Buch	H.I.C.M.	cor.		
Tien-Po		H.I.C.M.	g.b.		

MACAO.

In port on 12th October, 1874.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Battoo Bassie	Vigemann	Dut. bg	318	Ebell & Co	Batavia
Callao	A. Vidaurazuga	Peru. sh	15	Arranesa	
Concordia	J. L. da Silva	Port. bk	225	J. L. d'Almeida	
Santa Sancha	M. Nunis, Jun	Port. bk	311	A. A. de Mello & Co	
Spark ‡		Brit. str		A. Heard & Co., Agents	
White Cloud	Benning	Brit. str	380	A. Heard & Co., Agents	Sunk

‡ *Running between Canton and Macao.*

SWATOW.

In port on 13th October, 1874.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Amar	Jurgosson	Brit. bk	235	Master	
Alma	Lord	Amr. bk	378	E. Herton	Newchwang
Chow-fa